



Town of Arlington, MA Redevelopment Board

Agenda & Meeting Notice October 16, 2023

Per Board Rules and Regulations, public comments will be accepted during the public comment periods designated on the agenda. Written comments may be provided by email to cricker@town.arlington.ma.us by Monday, October 16, 2023 at 3:00 p.m. The Board requests that correspondence that includes visual information should be provided by Friday, October 13, 2023 at 12:00 p.m.

The Arlington Redevelopment Board will meet Monday, October 16, 2023 at 7:30 PM in the **Arlington Community Center, Main Hall, 27 Maple Street, Arlington, MA 02476**

1. Public Hearing: Citizen Warrant Article for Fall 2023 Special Town Meeting

- 7:30 pm The ARB will deliberate and possibly vote on the proposed zoning amendment.
- Citizen proposing warrant article will be provided 10 minutes for an introductory presentation.
 - Members of the public will be provided time to comment.
 - Board members will discuss Warrant Article and may vote.

ARTICLE 13

ZONING BYLAW AMENDMENT / MBTA COMMUNITIES ACT NEIGHBORHOOD DISTRICT

To see if the Town will vote to amend its Zoning Bylaw to create at least two overlay districts in compliance with the MBTA Communities Act, including Neighborhood Multi-family districts where use is limited to residential only. Neighborhood Districts shall be comprised of parcels not fronting Massachusetts Avenue, and wholly or partially within a distance of 250' from the midline of Massachusetts Avenue. Parcels included in the Neighborhood Multi-family overlay districts shall not exceed 3 stories or a maximum 35' height, and shall have a minimum 15' front yard setback; or take any action related thereto.

2. Public Hearing: Docket #3602, 1207-1211 Massachusetts Avenue

- 8:15 pm Notice is herewith given that an application has been filed on September 21, 2023, by James F. Doherty for 1211 Mass Ave Realty Trust, at 1207-1211 Massachusetts Avenue, Arlington, MA, 02476, to re-open Special Permit Docket #3602 in accordance with the provisions of MGL Chapter 40A § 11, and the Town of Arlington Zoning Bylaw Section 3.4 Environmental Design Review. The applicant proposes to construct a 50-room hotel and restaurant at 1207-1211 Massachusetts Avenue within the B2 Neighborhood District and the B4 Vehicular Oriented Business District.

- Applicant will be provided 10 minutes for an introductory presentation.
- DPCD staff will be provided 5 minutes for an overview of their Public Hearing Memorandum.
- Members of the public will be provided time to comment.
- Board members will discuss Docket and may vote.

3. Open Forum

9:00 pm Except in unusual circumstances, any matter presented for consideration of the Board shall neither be acted upon, nor a decision made the night of the presentation. There is a three-minute time limit to present a concern or request.

4. New Business

9:15 pm

5. Adjourn

9:30 pm (Estimated)



Town of Arlington, Massachusetts

Public Hearing: Docket #3602, 1207-1211 Massachusetts Avenue

Summary:

8:15 pm

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- DPCD staff will be provided 5 minutes for an overview of their Public Hearing Memorandum.
- Members of the public will be provided time to comment.
- Board members will discuss Docket and may vote.

ATTACHMENTS:

Type	File Name	Description
Reference Material	FINAL_CERTIFIED_Decision_Docket_3602_1207-1211_Mass_Ave.pdf	FINAL CERTIFIED Decision Docket 3602 1207-1211 Mass Ave
Reference Material	1211_Mass_Ave_080620_Submission-compressed.pdf	1207-1211 Mass Ave 080620 Submission
Reference Material	EDR_Public_Hearing_Memo_Docket_#3602_1207-1211_Mass_Ave_Final.pdf	EDR Public Hearing Memo Docket #3602 1207-1211 Mass Ave 07-16-2019
Reference Material	Memo_to_ARB_re_Review_of_New_Material_Submissions_01-21-20.pdf	EDR Public Hearing Memo Docket #3602 1207-1211 Mass Ave 01-21-2020
Reference Material	Memo_to_ARB_re_Docket_#3602_05-14-20.pdf	EDR Public Hearing Memo Docket #3602 1207-1211 Mass Ave 05-14-2020
Reference Material	Memo_to_ARB_re_Docket_#3602_07-02-20.pdf	EDR Public Hearing Memo Docket #3602 1207-1211 Mass Ave 07-02-2020
Reference Material	Memo_to_ARB_re_Docket_#3602_08-10-20.pdf	EDR Public Hearing Memo Docket #3602 1207-1211 Mass Ave 08-10-2020

I hereby certify this is a True Copy of the Decision of the Arlington Redevelopment Board as filed with the Office of the Town Clerk of the Town of Arlington, Massachusetts on August 26, 2020 and that 20 days have elapsed after the Decision and no Appeal has been filed. ATTEST

Date of Issue

September 16, 2020

Town Clerk



TOWN CLERK'S OFFICE
ARLINGTON, MA 02170

2020 AUG 26 AM 9:40

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ARLINGTON REDEVELOPMENT BOARD

Arlington, Massachusetts
Middlesex, ss

DOCKET NO. 3602

DECISION
Special Permit Under
ENVIRONMENTAL DESIGN REVIEW

Applicant: James F. Doherty for 1211 Mass Ave Realty Trust
Property Address: 1207-1211 Massachusetts Avenue, Arlington, Massachusetts 02476

Hearing Dates: July 22, 2019, October 21, 2019, December 16, 2019, January 27, 2020, May 18, 2020, July 6, 2020, August 17, 2020

Date of Decision: August 17, 2020

20 Day Appeal Period Ends: September 15, 2020

Members
Approved

Opposed

Rachel J. Zentgraf
David M. Doherty

Eugene B. Beaman

Town Clerk's Certification

Julianne H. Boyle

Date

9/16/2020



I hereby certify this is a True Copy of the Decision of the Arlington Redevelopment Board as filed with the Office of the Town Clerk of the Town of Arlington, Massachusetts on August 26, 2020 and that 20 days have elapsed after the Decision and no Appeal has been filed. ATTEST:

Date of Issue

September 16, 2020

Town Clerk



TOWN CLERK'S OFFICE
ARLINGTON, MA 02178

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Town of Arlington, Massachusetts

Department of Planning & Community Development

730 Massachusetts Avenue, Arlington, Massachusetts 02476

DECISION OF THE BOARD

Environmental Design Review Docket #3602

1207-1211 Massachusetts Avenue, Arlington, MA 02476

1211 Mass Ave Realty

August 17, 2020

This Decision applies to the application by James F. Doherty for 1211 Mass Ave Realty Trust to construct a mixed-use structure at 1207-1211 Massachusetts Avenue within the B2 Neighborhood Business District and the B4 Vehicular Oriented Business District. The site is comprised of two lots: 1207 Massachusetts Avenue and 1211 Massachusetts Avenue. The property owner was responsive to a Town Request for Proposals and entered into a Purchase & Sale Agreement to purchase the property at 1207 Massachusetts Avenue in order to construct a mixed-use building, which is desirable to the Town. The Board reviewed and approved an Environmental Design Review Special Permit under Section 3.4 of the Arlington Zoning Bylaw. The mixed-use building will include a hotel with 48 rooms and a restaurant on the ground floor. A public hearing was held on July 22, 2019 and continued to October 21, 2019, December 16, 2019, January 27, 2020, May 18, 2020, July 6, 2020, and August 17, 2020, when the public hearing was closed. A Decision was made on August 17, 2020.

Materials reviewed for this Decision:

- Application for EDR Special Permit and supporting materials June 20, 2019
- Plan Set June 20, 2019, updated August 21, 2019, updated November 25, 2019, updated December 12, 2019, updated June 23, 2020, updated August 6, 2020
- Environmental Design Review Public Hearing Memo from Department of Planning and Community Development (DPCD) July 16, 2019, update provided January 21, 2020, update provided May 14, 2020, update provided August 10, 2020
- Letters to J. Raitt from M. O'Connor January 21, 2020, May 11, 2020, June 24, 2020, August 10, 2020
- Memo to ARB re: Special Permit filing fees August 7, 2019
- Correspondence from D. Heim re: waiver of fees August 13, 2019
- Certified Vote on 2016 Annual Town Meeting Article 6

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- BSC Group Technical Appendix Traffic, Vehicle Crash Data, and Operations Analysis February 4, 2020
- Memo from D. Heim re: 3602 May 13, 2020
- Zoning Recodification vote and excerpts from guide May 13, 2020
- Memo from J. Doherty July 18, 2019
- Letter from C. Knight, Davidson Management, July 23, 2020
- Memo from Transportation Advisory Committee Working Group August 5, 2020
- DPCD Shadow Study and memo August 7, 2020
- Email from Disability Commission August 7, 2020
- Letter to J. Raitt from M. O'Connor regarding Transportation Advisory Committee memo August 12, 2020
- Email from M. O'Connor regarding Disability Commission comments August 13, 2020
- Written comments and related correspondence as follows from:
 - A. LeRoyer 12 Peirce Street, July 18, 2019, February 3, 2020, June 29, 2020
 - C. Loreti, 56 Adams Street, August 12, 2019, January 31, 2020, January 27, 2020, August 16, 2020
 - B. McCauley, 1184 Massachusetts Avenue, July 2, 2020
 - J.A. Preston, 42 Mystic Lake Drive, January 27, 2020
 - S. Revilak, 111 Sunnyside Ave., June 27, 2019
 - M. Sandler and S. Langelier, 18 Peirce Street, February 7, 2020
 - D. Seltzer, 104 Irving Street, January 24, 2020, March 8, 2020, March 12, 2020, May 1, 2020, May 14, 2020, May 18, 2020, August 7, 2020, August 9, 2020, August 17, 2020
 - E. Welton, 30 Peirce Street, February 25, 2020

The following criteria have been met, per Section 3.3.3, Arlington Zoning Bylaw:

1. Mixed-use, which as defined by the Zoning Bylaw includes lodging and commercial uses, requires a Special Permit in both the B2 Neighborhood Business District and the B4 Vehicular Oriented Business District. Mixed-use is additionally subject to Environmental Design Review under Section 3.4.G and due to the proposal's location on Massachusetts Avenue. Mixed-use is described as being allowed in Section 5.5.1 for both the B2 and B4 Districts, in particular in the B4 District when automotive-oriented uses close and are redeveloped.
2. The requested use is essential and desirable. The redevelopment of 1207 Massachusetts Avenue an undersized, non-conforming lot with a vacant, dilapidated building and the adjacent 1211 Massachusetts Avenue site with an automotive use occupying the entire corner lot is desirable for the public convenience and welfare. The mixed-use building of a small hotel and restaurant is well-positioned to take advantage of tourism opportunities along the Battle Road Scenic Byway. A hotel and restaurant in the immediate area is desirable to tourist groups seeking accommodations. The economic benefit gained through the hotel/motel tax and

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meals tax will also generate revenue, a stated goal of the Town of Arlington and the Redevelopment Board. Additionally, residents have voiced the critical importance of adding more restaurants and mixed-use development along this corridor which, according to the Arlington Master Plan, has the capacity for growth.

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3. The development will not create undue traffic congestion or unduly impair pedestrian safety. The development will limit congestion along Massachusetts Avenue by way of a semi-circular driveway limited to pick-up and drop-off and valet service. Valets will park vehicles for hotel guests in the lot provided. The hotel will assure that its guests do not park cars overnight in Arlington. Off-site parking will be provided for hotel and restaurant staff. Signage will direct and restrict traffic. Tour buses for hotel guests will not park in Arlington and will not traverse Clark Street. Restaurant patrons arriving by car will use available on street parking.
 4. The development introduces uses that differ from those presently on the sites that will not create hazards affecting health, safety, or the general welfare of the immediate area or in any other area of the Town. A stormwater system will be installed to control roof and surface stormwater runoff, and there will not be an impact on public utilities. Review by the Town Engineer will ensure that the development will not overload any public water, drainage, or sewer system, or other municipal system.
 5. No special regulations are applicable to the proposed development.
 6. The uses do not impair the integrity or character of the neighborhood. The mixed-use building is in keeping with adjacent land uses, particularly along Massachusetts Avenue. A new restaurant and hotel will not impair the integrity or character of the district or the adjoining districts and it will not be detrimental to health or welfare. The new building will provide connections between the Arlington Heights business district and other segments of the corridor. The hotel use in particular will provide greater access for tourists to Arlington's historic resources that make it part of the Battle Road Scenic Byway, including nearby historic and cultural amenities.
 7. The use will not be in excess or detrimental to the character of the neighborhood.

The following criteria have been met, per Section 3.4.4, Arlington Zoning Bylaw:

A. EDR-1 Preservation of Landscape

The existing site condition is primarily impervious, although a tree will need to be removed due to its location within the rear parking area. A 5-foot buffer is provided along the rear property line that will be planted with flowering pear trees and blue spruce. Planters along Massachusetts Avenue will provide screening and some relief from the roadway. There will be 1,581 square feet of landscaped open space and 3,384 square feet of usable open space.

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B. EDR-2 Relation of the Building to the Environment

The development straddles a B2 Neighborhood Business District and a B4 Vehicular Oriented Business District. The new building will be taller than most of the buildings in the immediate vicinity. However, on the opposite side of Massachusetts Avenue, the terrain quickly gains elevation and buildings appear much taller due to the elevation change.

The first story is set back beneath the second and third floors and an upper-story step back at the top of the third floor with roof deck and garden provides relief from the mass of the building and adds visual interest to the building. A shadow study completed by the owner and one completed by the Department of Planning and Community Development confirmed that extent of shadows on adjacent properties is limited from the new building. Although one tree will be removed from the rear of the property, the remaining mature trees provide some buffer between the adjacent residential properties and the development. A six-foot privacy fence will be installed to provide screening of the parking area.

C. EDR-3 Open Space

The development will provide open space on the existing primarily impervious site and will add usable and landscaped open space. A front patio along Massachusetts Avenue includes more than 256 square feet publicly usable open space.

D. EDR-4 Circulation

The development includes 24 parking spaces for vehicles, including one HC vehicle space, either under the building or at the rear of the property in a garage or at surface level respectively. Parking is accessed via Clark Street. A parking reduction under Section 6.1.5 has been granted. A semi-circular driveway on Massachusetts Avenue will serve as a pickup and drop-off zone. A Transportation Management Plan has been provided. Parking for bicycles has been provided. Signage related to turns, parking, and valet service will be installed. The development improves on-site infrastructure and proposes improvements to abutting public infrastructure along sidewalks, curb cuts, and curb treatments.

E. EDR-5 Surface Water Drainage

The development will include a subsurface infiltration system under the parking lot to control surface runoff. Roof drains will connect into the system to carry runoff from the roof. The size and location of the subsurface infiltration system will be confirmed by the Town Engineer. In addition to this structural solution, the developer will include the installation of previous pavers within the patio areas along Massachusetts Avenue.

F. EDR-6 Utilities Service

All new utility connections will be underground.

G. EDR-7 Advertising Features

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The development includes conceptual signage consistent with the sign bylaw in terms of placement, location, and size. Final review of any signage remains with the Arlington Redevelopment Board.

H. EDR-8 Special Features

All special features are appropriately set back and screened.

I. EDR-9 Safety

The development meets all relevant health and safety codes.

J. EDR-10 Heritage

The one story garage building at 1211 Massachusetts Avenue and one story building at 1207 Massachusetts Avenue will be removed from the site. Neither structure has been deemed as being historic, traditional, or significant uses, structures, or architectural elements. Two properties on the opposite side of Massachusetts Avenue (1210 Massachusetts Avenue and 1218-1222 Massachusetts Avenue) are under the jurisdiction of the Historical Commission. The redevelopment of the subject property will not disrupt historic, traditional, or significant uses, structures, or architectural elements that exist on the adjacent properties.

K. EDR-11 Microclimate

There will be no adverse impacts on air and water resources or on temperature levels of the immediate environment.

L. EDR-12 Sustainable Building and Site Design

The proposed building will meet the Massachusetts Energy Stretch Code as required for all new buildings.

The project must adhere to the following General Conditions:

1. The final design, sign, exterior material, landscaping, screening, bicycle racks, and exterior lighting plans shall be subject to the approval of the Arlington Redevelopment Board at the time when future operators are identified. Any substantial or material deviation during construction from the approved plans and specifications is subject to the written approval of the Arlington Redevelopment Board. At the time of the final design submission, there will be no changes that will adversely affect the adjacent residential properties and no changes or modification to the proposed massing of the building will be permitted.
2. Any substantial or material deviation during construction from the approved plans and specifications is subject to the written approval of the Arlington Redevelopment Board.

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3. The Board maintains continuing jurisdiction over this permit and may, after a duly advertised public hearing, attach other conditions or modify these conditions as it deems appropriate in order to protect the public interest and welfare.
4. Snow removal from all parts of the site, as well as from any abutting public sidewalks, shall be the responsibility of the Owner and shall be accomplished in accordance with Town Bylaws.
5. Trash shall be picked up only on Monday through Friday between the hours of 7:00 am and 6:00 pm. All exterior trash and storage areas on the property, if any, shall be properly screened and maintained in accordance with the Town Bylaws.
6. The Owner shall provide a statement from the Town Engineer that all proposed utility services have adequate capacity to serve the development. The Owner shall provide evidence that a final plan for drainage and surface water removal has been reviewed and approved by the Town Engineer.
7. Upon installation of landscaping materials and other site improvements, the Owner shall remain responsible for such materials and improvements and shall replace and repair as necessary to remain in compliance with the approved site plan.
8. Upon the issuance of the building permit the Owner shall file with the Inspectional Services Department and the Police Department the names and telephone numbers of contact personnel who may be reached 24 hours each day during the construction period.

The project must adhere to the following Special Conditions:

1. The rear parking lot shall be operated by a valet service only. The hotel spaces shall be available only for hotel overnight guests. Rear parking will not be used for or by restaurant patrons, hotel or restaurant staff, or persons other than the hotel's overnight guests via valet. Signage to that effect shall be conspicuously posted in the rear parking area. This shall be required of any future hotel and restaurant operators.
2. The Owner shall install a sign that prohibits right turns onto Clark Street from the rear parking lot. Future operators of the hotel and restaurant must enforce this policy with the valet operators.
3. A complete Transportation Demand Management Plan shall be submitted to the Department of Planning and Community Development for review and approval, including furnishing the Department with any final lease or other such agreements for parking off-site. The TDM Plan shall finalize all available off-site parking for employees and tour buses, and overflow guest valet parking, as well as identify

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ways the restaurant and hotel operators will incentivize employees to utilize other modes of transportation besides a personal vehicle.

4. The Owner is responsible for repairing the sidewalk between Massachusetts Avenue and the project driveway along the site frontage of Clark Street. The Owner is also responsible for installing ADA-compliant curb ramps and detectable warning panels at the intersection of Massachusetts Avenue and Clark Street adjacent to the property and at the project's driveway on Massachusetts Avenue. The design and construction of which shall be reviewed and approved by the Engineering Department.
5. The Owner is responsible for executing a Memorandum of Understanding (MOU) with the Select Board, to run concurrent with the 40-year mixed-use restriction to ensure that public access during daylight hours is afforded on the site for not less than seven (7) days per week and scheduled events not less than two (2) days per week in exchange for an increase in the floor area ratio. The Owner shall work with the Department of Planning and Community Development to identify a reasonable scheduling and signage plan to be included in the MOU.
6. The Owner shall limit deliveries to the site between 8:30 AM and 2:00 PM and shall require that the delivery vehicles accessing the site can utilize the front or rear driveways for loading and unloading thereby preventing the need for loading and unloading on Massachusetts Avenue or Clark Street. Service and trash removal trucks accessing the rear parking area shall not exceed 38 feet in length.
7. The Owner shall ensure full compliance with Architectural Access Board and Americans with Disabilities requirements for all program and building components and all outdoor areas, including parking.
8. The required building setback for the building in relation to Clark Street is reduced based on specific conditions unique to the proposal. There are no residences on the same block and side of Clark Street that face Clark Street. Further, the residence facing Peirce Street at the corner of Clark Street and Pierce Street has a side yard on Clark Street of only a few feet in depth. In addition, the plans show that the building position will provide adequate sight lines at that corner.
9. The Owner shall provide a sidewalk connection on the east side of the semi-circle driveway to the main hotel entrance on Massachusetts Avenue.
10. The Owner will provide a chamfer planting bed on the sidewalk at the corner of Massachusetts Avenue and Clark Street to create additional space for accessibility and maneuvering around plantings and utilities.
11. The Owner shall ensure that tour buses will not be allowed to turn onto Clark Street in order to travel through the neighborhood.

SPECIAL PERMIT - SITE PLAN REVIEW

1211 Massachusetts Avenue
Arlington, MA 02476

August 6, 2020



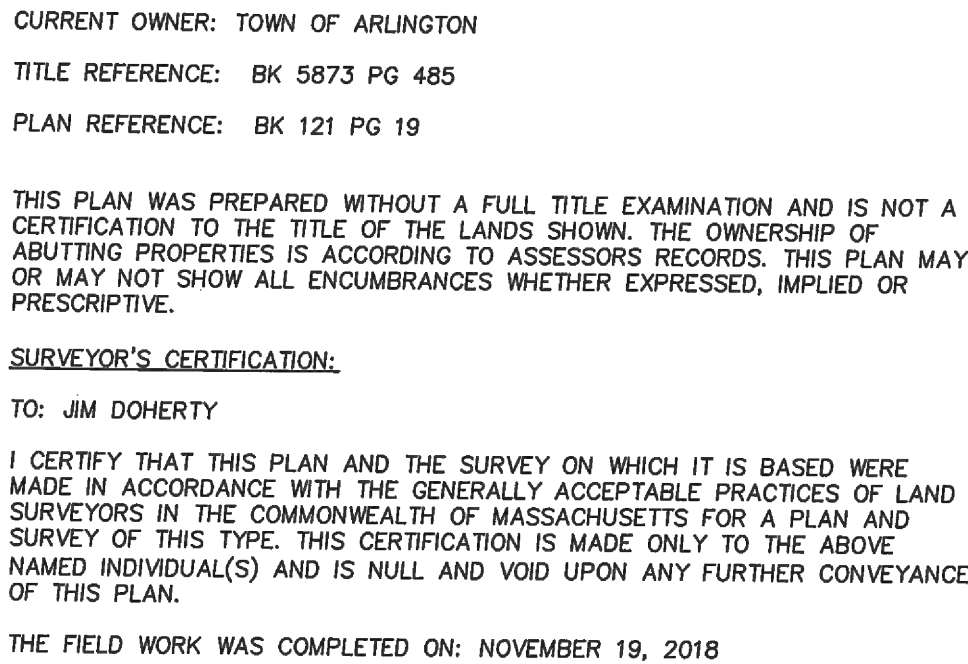
LINCOLN ARCHITECTS LLC
1 Mount Vernon Street, Suite 203
Winchester, MA 01890
781.721.7721

LOCUS PLAN



DRAWING LIST

ARCHITECTURAL	
COVER SHEET	
C-1	EXISTING CONDITION PLAN
C-2	SITE LAYOUT PLAN
C-3	GRADING PLAN
ES.1	SITE PHOTOMETRIC PLAN
E1.1	FOURTH FLOOR PHOTOMETRIC PLAN
L1.1	LANDSCAPE PLAN
A0.1	RENDERING IMAGE / VIEW FROM MASSACHUSETTS AVENUE
A0.2	RENDERING IMAGE / BIRDS EYE VIEW FROM MASSACHUSETTS AVENUE
A0.3	RENDERED IMAGE / SET IN PHOTO-VIEW FROM MASSACHUSETTS AVENUE I
A0.4	RENDERED IMAGE / SET IN PHOTO-VIEW FROM MASSACHUSETTS AVENUE II
A0.5	RENDERED IMAGE / SET IN PHOTO-VIEW FROM CLARK STREET
A1.1	LOWER LEVEL/MAIN LEVEL FLOOR PLAN
A1.2	SECOND & THIRD FLOOR PLAN/FOURTH FLOOR PLAN
A3.1	ROOF PLAM / BUILDING SECTION
A4.1	BUILDING ELEVATIONS
A4.2	BUILDING ELEVATIONS
A5.1	EXISTING BUILDING - SHADOW STYDY/SUMMER SOLSTICE
A5.2	EXISTING BUILDING - SHADOW STYDY/WINTER SOLSTICE
A5.3	EXISTING BUILDING - SHADOW STYDY/AUTUMN EQUINOX
A5.4	EXISTING BUILDING - SHADOW STYDY/SPRING EQUINOX
A6.1	PROPOSED BUILDING - SHADOW STYDY/SUMMER SOLSTICE
A6.2	PROPOSED BUILDING - SHADOW STYDY/WINTER SOLSTICE
A6.3	PROPOSED BUILDING - SHADOW STYDY/AUTUMN EQUINOX
A6.4	PROPOSED BUILDING - SHADOW STYDY/SPRING EQUINOX



PLAN REFERENCE: BK 121 PG 19

THIS PLAN WAS PREPARED WITHOUT A FULL TITLE EXAMINATION AND IS NOT A CERTIFICATION TO THE TITLE OF THE LANDS SHOWN. THE OWNERSHIP OF ABUTTING PROPERTIES IS ACCORDING TO ASSESSORS RECORDS. THIS PLAN MAY OR MAY NOT SHOW ALL ENCUMBRANCES WHETHER EXPRESSED, IMPLIED OR PRESCRIPTIVE.

SURVEYOR'S CERTIFICATION:

TO: JIM DOHERTY

I CERTIFY THAT THIS PLAN AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE GENERALLY ACCEPTABLE PRACTICES OF LAND SURVEYORS IN THE COMMONWEALTH OF MASSACHUSETTS FOR A PLAN AND SURVEY OF THIS TYPE. THIS CERTIFICATION IS MADE ONLY TO THE ABOVE NAMED INDIVIDUAL(S) AND IS NULL AND VOID UPON ANY FURTHER CONVEYANCE OF THIS PLAN.

THE FIELD WORK WAS COMPLETED ON: NOVEMBER 19, 2018

[illegible]

**MEDFORD
ENGINEERING
& SURVEY**

ANGELO B. VENEZIANO ASSOCIATES
15 HALL STREET, MEDFORD, MA 02155
781-396-4466 fax: 781-396-8052

PREPARED BY:

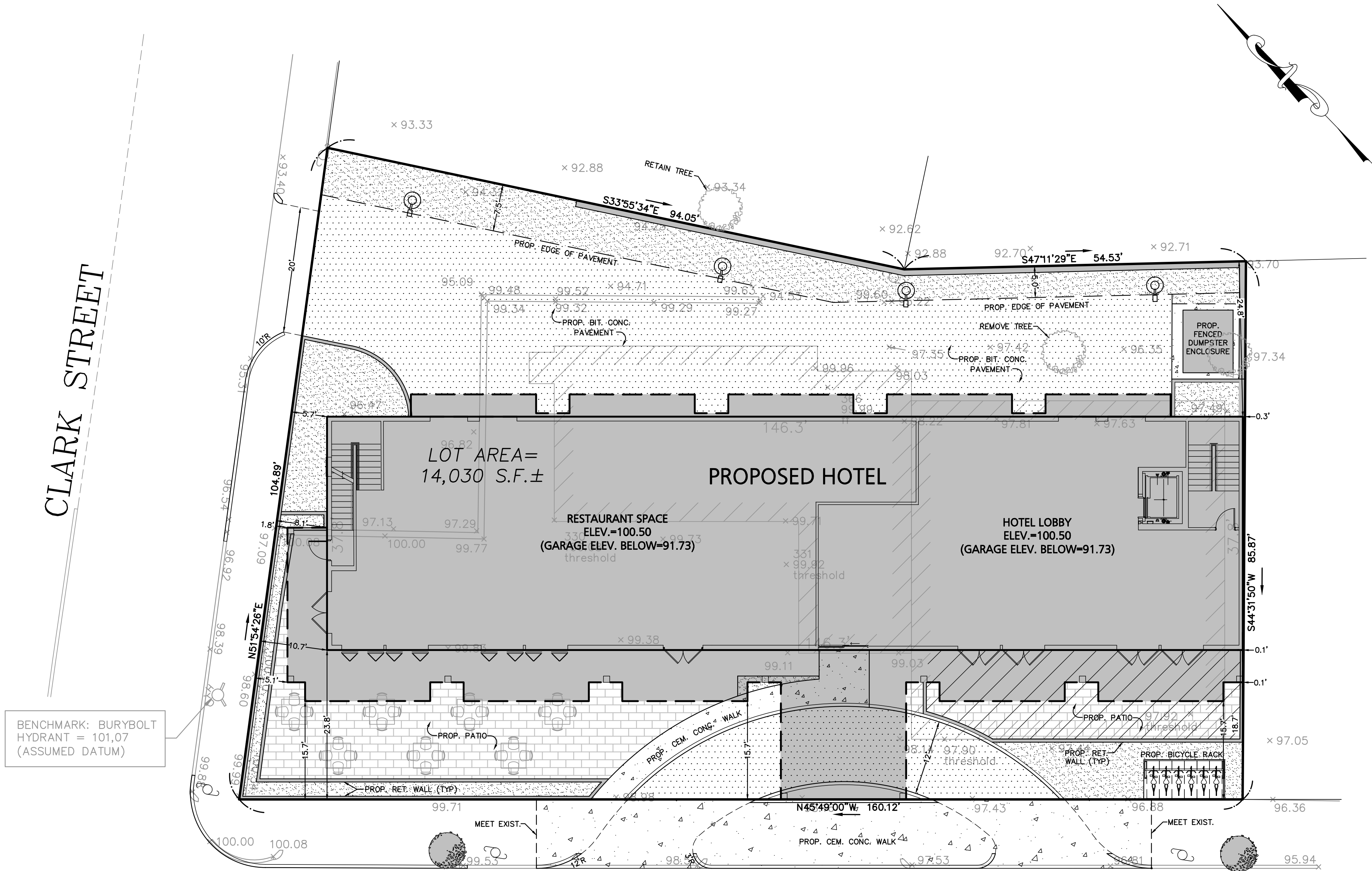
A

Engineering Alliance, Inc.

Civil Engineering & Land Planning Consultants
1950 Lafayette Road
Portsmouth, NH 03801
Tel: (603) 610-7100
Fax: (603) 610-7101

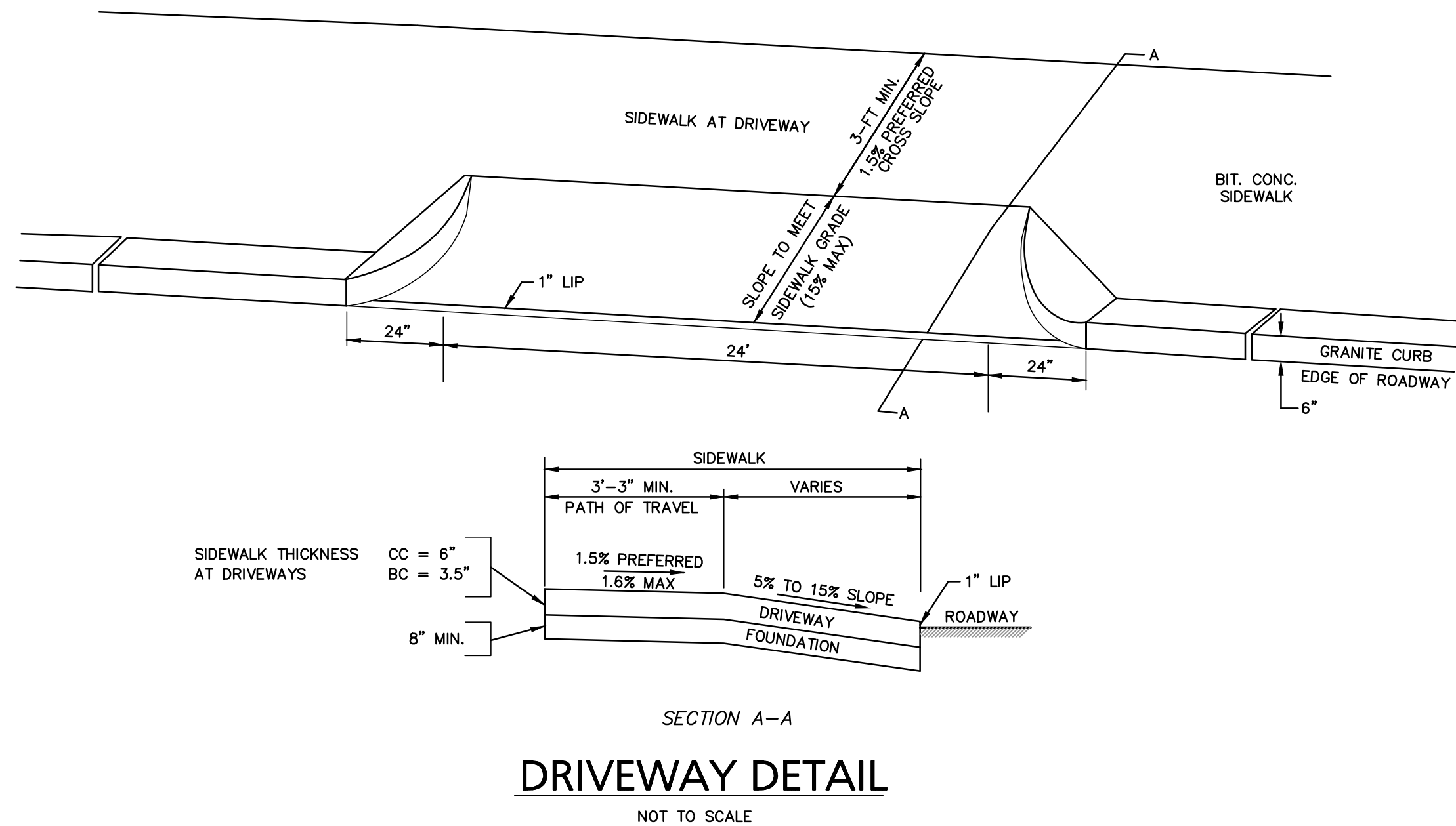
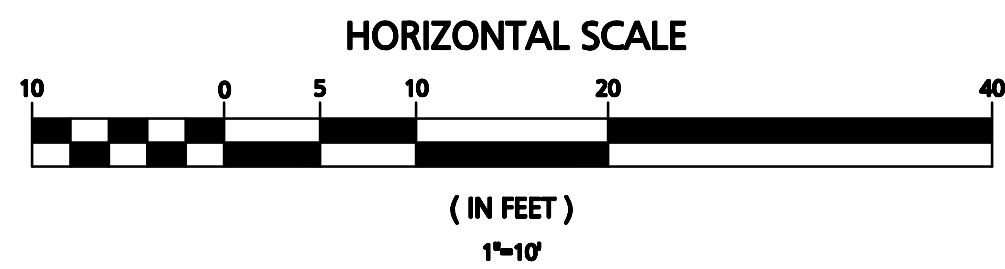
194 Central Street
Saugus, MA 01906
Tel: (781) 231-1349
Fax: (781) 417-0020

PREPARED FOR:		Lincoln Architects LLC 1 Mount Vernon Street, Suite 203 Winchester, Massachusetts 01890	
DWG. NO.	C-1	DRAWING TITLE:	Existing Conditions Plan
PROJECT:		Proposed Site Plan 1211 Massachusetts Avenue (Parcel ID: 58-11-1 & 57-4-14) Arlington, Massachusetts	
PROJECT #:		20-59805	DATE: August 5, 2020
SCALE:		AS NOTED	DWG FILE NAME: 20-59805.dwg
DESIGN BY:		Eric Bradanese, P.E.	CHECKED BY: Richard A. Salvo, P.E.



BENCHMARK: BURYBOLT
HYDRANT = 101.07
(ASSUMED DATUM)

MASSACHUSETTS AVENUE



LEGEND - SITE LAYOUT PLAN

PROPERTY LINE	
PROPOSED CURB	
PROPOSED BUILDING	
PROPOSED BUILDING OVERHANG	
PROPOSED BIT. CONC.	
PROPOSED LANDSCAPING	
PROPOSED CEM. CONC.	
PROPOSED PERV. PAVER	
PROPOSED WALL	

PARKING CALCULATIONS

COMPONENT	REQUIRED	PROPOSED
HOTEL (50 ROOMS)	50 SPACES (1 SPACE PER ROOM) 50 ROOMS x 1 spaces = 50 Spaces	24 SPACES (Garage Spaces)
TOTAL	50 SPACES	24 SPACES

NOTE:
1A. RESTAURANT USE UNDER 3,000 S.F. DOES NOT REQUIRE PARKING
2A. STANDARD PARKING SPACES ARE 9'X18'
3A. RELIEF REQUESTED TO ALLOW 24 SPACES WHERE 50 ARE REQUIRED.

OPEN SPACE CALCULATION

GROSS FLOOR AREA = 23,135 S.F.
TOTAL OPEN SPACE = 4,492± S.F.
19.4% OPEN SPACE
BREAKDOWN OF OPEN SPACE:
LANDSCAPED: 1,933 S.F.
PATIO: 2,315 S.F.
CEM. CONC. SIDEWALK: 244 S.F.

PREPARED BY:

Engineering Alliance, Inc.
Civil Engineering & Land Planning Consultants
194 Central Street
Saugus, MA 01906
Tel: (781) 231-1349
Fax: (781) 417-0020

PROJECT: **Proposed Site Plan**
1211 Massachusetts Avenue
(Parcel ID: 58-11-1 & 57-4-14)
Arlington, Massachusetts

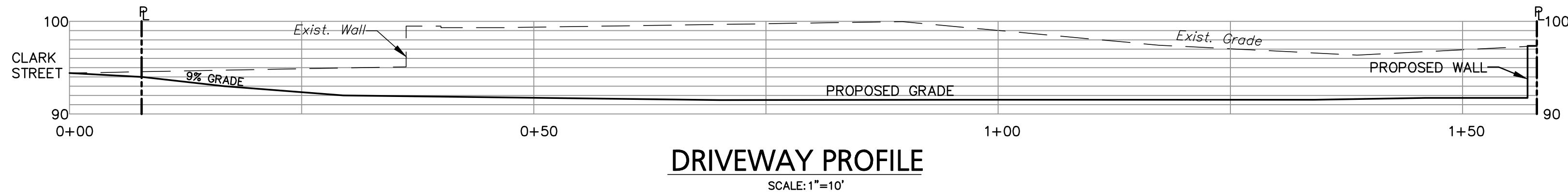
PROJECT #: 20-59805
DATE: August 5, 2020
SCALE: AS NOTED
DWG FILE NAME: 20-59805.dwg
DESIGN BY: Eric Bradanes, P.E.
CHECKED BY: Richard A. Salvo, P.E.



Professional Engineer for
Engineering Alliance, Inc.

PREPARED FOR:
Lincoln Architects LLC
1 Mount Vernon Street, Suite 203
Winchester, Massachusetts 01890

DWG. NO. **C-2**
DRAWING TITLE:
Site Layout Plan



SCALE: 1"=10'

GENERAL NOTES:

1. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AND STRUCTURES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF VARIOUS UTILITY COMPANIES AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THIS INFORMATION IS NOT TO BE RELIED UPON AS BEING EXACT OR COMPLETE. THE LOCATION OF ALL UNDERGROUND UTILITIES AND STRUCTURES SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR MUST CONTACT THE APPROPRIATE UTILITY COMPANY, ANY GOVERNING PERMITTING AUTHORITY, AND "DISPATCH" AT LEAST 72 HOURS PRIOR TO ANY EXCAVATION WORK TO REQUEST EXACT FIELD LOCATION OF UTILITIES AND THE ENGINEER SHALL BE NOTIFIED IN WRITING OF ANY UTILITIES INTERFERING WITH THE PROPOSED CONSTRUCTION AND APPROPRIATE REMEDIAL ACTION TAKEN BEFORE PROCEEDING WITH THE WORK. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO IDENTIFY AND AVOID ALL UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLAN.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ESTABLISHING AND MAINTAINING ALL CONTROL POINTS AND BENCHMARKS NECESSARY FOR THE WORK.
3. THE CONTRACTOR SHALL EXCAVATE TEST PITS PRIOR TO COMMENCING WORK TO TO DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITY SERVICES.
4. ALL PROPOSED WORK SHALL BE PERFORMED IN FULL COMPLIANCE WITH THE TOWN OF ARLINGTON, AND IS SUBJECT TO QUALITY CONTROL TESTING AT THE DISCRETION OF THE ENGINEERING DEPT. AT THE EXPENSE OF THE CONTRACTOR. THE CONTRACTOR SHALL NOTIFY THE TOWN OF ARLINGTON D.P.W. PRIOR TO THE COMMENCEMENT OF ANY UTILITY WORK.
5. ANY CHANGE IN THE FIELD CONDITIONS SHOULD BE REPORTED TO THE ENGINEER TO ENSURE THAT ANY MODIFICATIONS TO THE ORIGINAL DESIGN CONFORM TO STANDARD ENGINEERING PRACTICE AND THAT THE DESIGN OF THE PROJECT IS ACCORDING TO THE PROJECT'S NEEDS AND COMPLY WITH APPLICABLE STANDARDS AND REGULATIONS.
6. REFER TO ARCHITECTURAL PLANS FOR PROPOSED PARKING LAYOUT.
7. SIZE, LOCATION, AND DEPTH OF PROPOSED SUBSURFACE INFILTRATION FACILITY IS SHOWN FOR CONCEPTUAL PURPOSES ONLY; CONTRACTOR IS TO DIG A TEST PIT TO DETERMINE EXISTING CONDITIONS AND SOIL TYPE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SUBSURFACE INFILTRATION SHOWN ON THIS PLAN ASSUMES THE VOLUME OF A 10-YEAR STORM EVENT FOR THE PROPOSED ROOF AREA ONLY. THIS AREA IS BASED ON THE VOLUM PROVIDED BY CULTEC R-150XLDH CHAMBERS AND ASSUMES SEPARATION TO THE ESTIMATE WHICH IS HIGHLY CONSERVATIVE. IF SUFFICIENT, ALL CONDITIONS WILL NEED TO BE VERIFIED PRIOR TO FINAL DESIGN OF SYSTEM.

GENERAL NOTES:

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PROJECT:

1211 Massachusetts Avenue
(Parcel ID: 58-11-1 & 57-4-14)
Arlington, Massachusetts

PROJECT #: 20-59805	DATE: June 18, 2020
GS SCALE: AS NOTED	DWG FILE NAME: 20-59805.dwg
DESIGN BY: Eric Bradanese, P.E.	CHECKED BY: Richard A. Salvo, P.E.

Professional Engineer for
Engineering Alliance, Inc.

FOR:

Lincoln Architects LLC
1 Mount Vernon Street, Suite 203
Winchester, Massachusetts 01890

DRAWING TITLE:
Grading Plan

VG. NO.

3

REVISER PER HEARING COMMENTS	DESCRIPTION OF REVISION

8/5/20
DATE



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Revisions

PROPOSED HOTEL COMPLEX
1211 Massachusetts Avenue
Arlington, MA

Scale: $\frac{3}{32}'' = 1'-0''$

LIGHTING FIXTURE SCHEDULE							
TYPE	MANUFACTURER	CATALOGUE #	LAMPING			MOUNTING	REMARKS
			TYPE	WATTAGE	QUANTITY		
AA	MCGRAW EDISON	GLEON-AF-01-LED-E1-SL4-HSS	LED	59W		POLE	MOUNTED ON 10'-0" POLE W/ 2'-0" CONCRETE BASE
BB	MCGRAW EDISON	GLEON-AF-01-LED-E1-SL4-HSS	LED	59W		POLE	MOUNTED ON 10'-0" POLE W/ 2'-0" CONCRETE BASE
CC	HALO	HC420D010-HM412835-41MDC	LED	20		RECESSED	RECESSED CANOPY DOWNLIGHT

Date Issued
06/23/20

ES.1



1308 GRAFTON STREET
 WESTER, MASSACHUSETTS 01604

REFERENCE NO.: 20107

[illegible]

Scale: 3/16" = 1'-0"

[illegible]

Drawing Scale

Deanna B.

Checked By _____

Date Issued _____

[illegible]



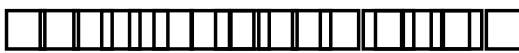
Consultants

Revisions

75	Buxus Green Velvet	Green Velvet Boxwood	15-18"	Front
75	Carex Blue Zinger	Blue Zinger Grass	n/a	Front
4	Syringa Reticulata Ivory Silk	Tree Liliac	2"	Rear
7	Pyrus Calleryana "Chanticleer"	Chanticleer Flowering Pear (PCC)	3" CAL	Rear
7	Picea Pungens Glauca	Colorado Blue Spruce (PPG)	8'-0"	Rear
4	Hydrangea Quercifolia	Oakleaf Hydrangea	4'	side

[illegible]

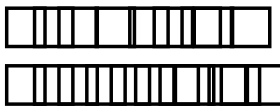
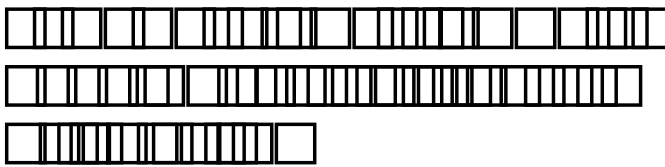
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Project Number

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Drawing Scale

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Drawn By

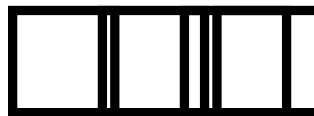
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Checked By

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Date Issued

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1111 Massachusetts Avenue



1111 Massachusetts Avenue

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Revisions

1111 Massachusetts Avenue

1111 Massachusetts Avenue

Project Number

1111

Drawing Scale

1/8" = 1'-0"

Drawn By

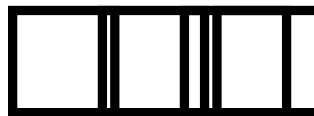
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Checked By

1111

Date Issued

11/11/14

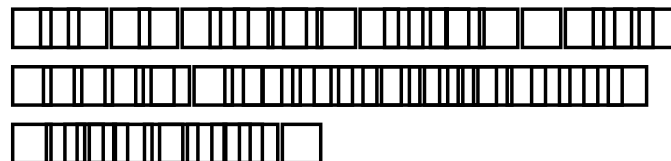




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Project Number

2024001

Drawing Scale

1/4" = 1'-0"

Drawn By

J. Smith

Checked By

M. Jones

Date Issued

01/15/2024

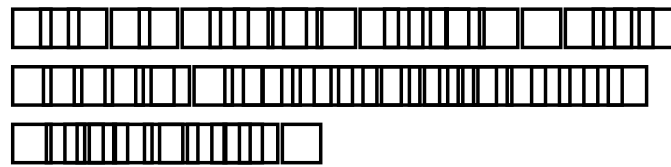




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Project Number

2024001

Drawing Scale

1/8" = 1'-0"

Drawn By

JL

Checked By

JL

Date Issued

01/15/2024

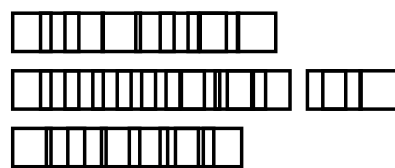
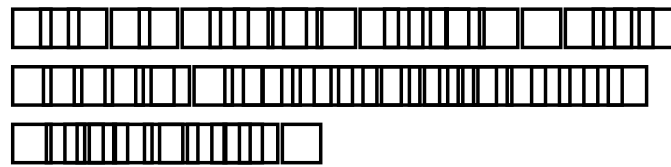




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Revisions

1
A1.1

GROSS FLOOR AREA FOR THE
FIRST FLOOR = 5,416 sq. ft.

2
A1.1

Project Number

Drawing Scale

Drawn By

Checked By

Date Issued



Revisions

GROSS FLOOR AREA FOR THE
THIRD FLOOR = 6,457 sq. ft.

Project Number

Drawing Scale

Drawn By
□□□

Checked By

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Revisions

1
2
3

1
2

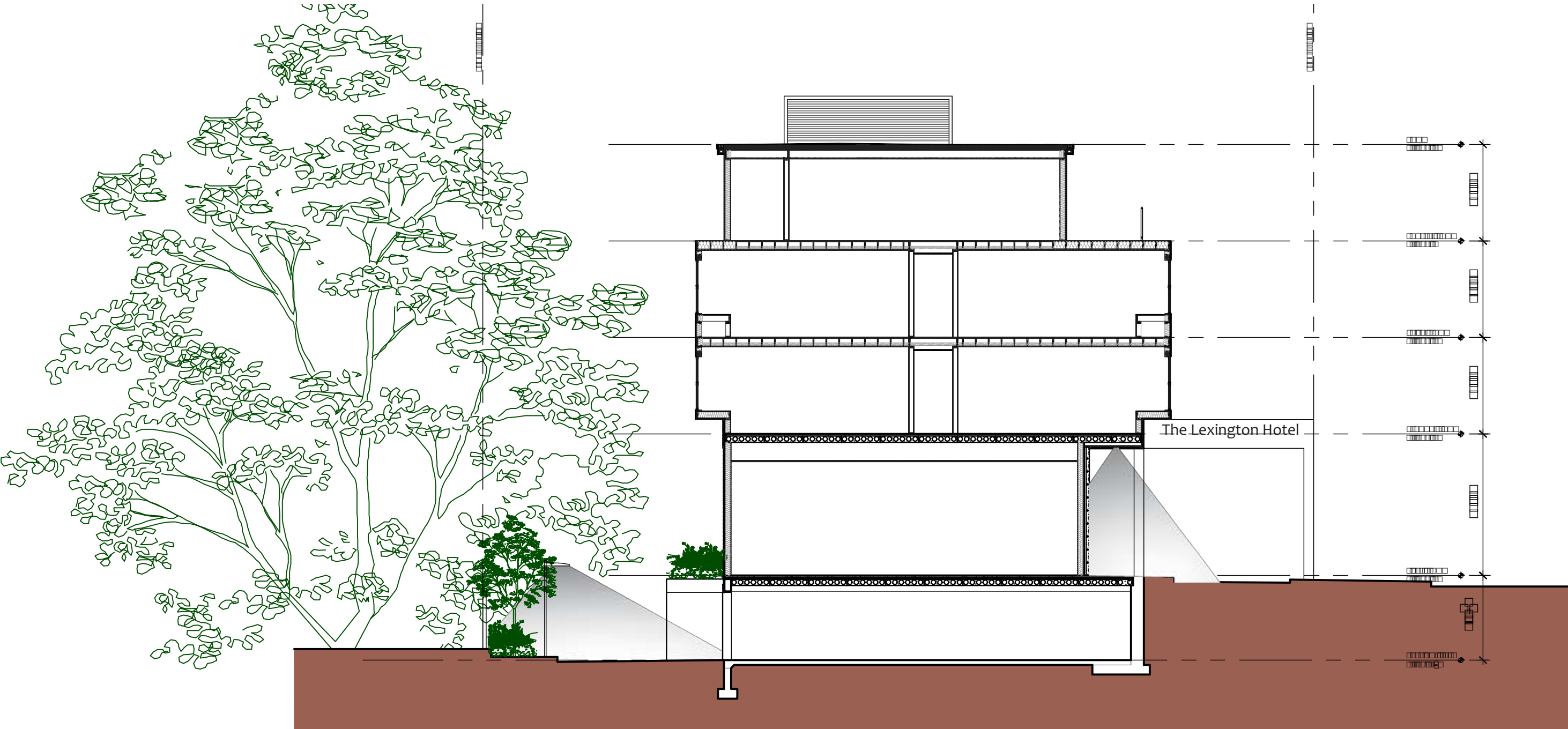
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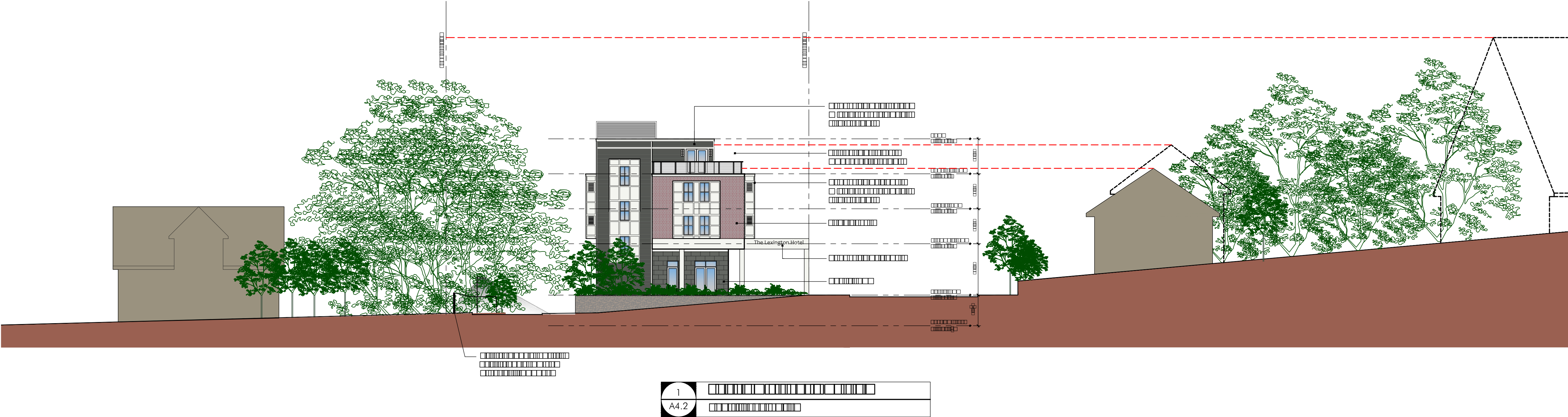
Drawn By

Checked By

Date Issued



Exterior Cover Sample list					
Location	Style	Type	Manufacturer	Website	
First Level Front / R Side	narutal stone	Cottonwood Bottom-Honed	EarthWorks	earthworksstone.net	
Upper Two Floors Front/ R. Side	Brick	Full range wire cut	General Shale	generalshale.com	
Rear and right & left sides	clapboard	Hardie plank Hz5	James Hardie	jameshardie.com	
Bay windows	fiber cement	Nichiboard Smooth	Nichiha	nichiha.com	



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Revisions

1. [Material Sample]

2. [Material Sample]

Project Number

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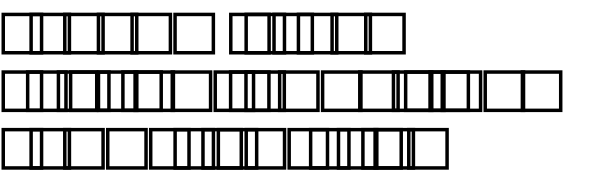
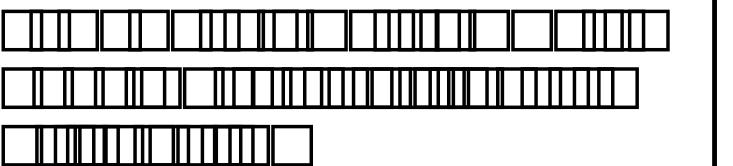




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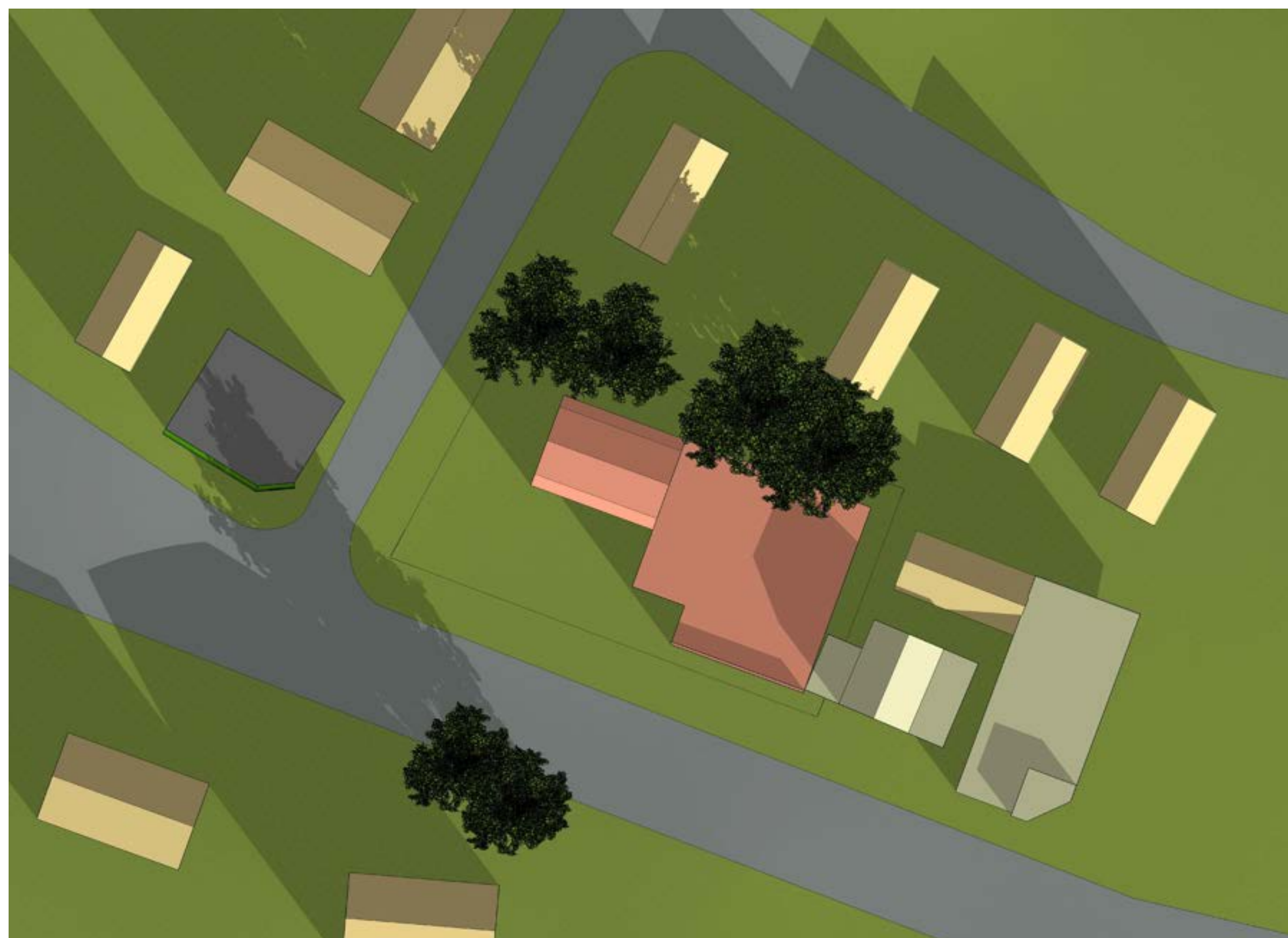
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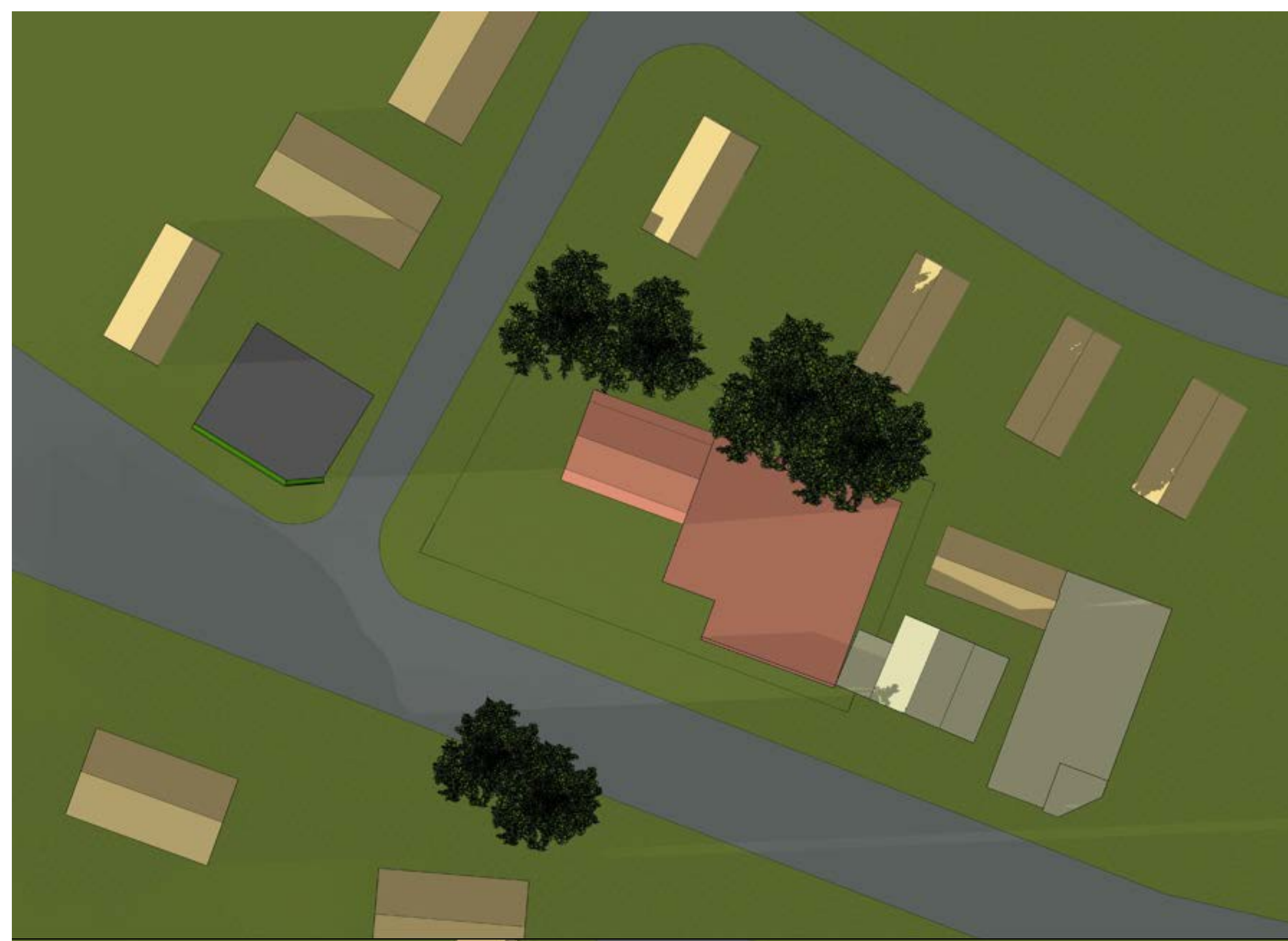
Project Number

Deriving Goals


20

100

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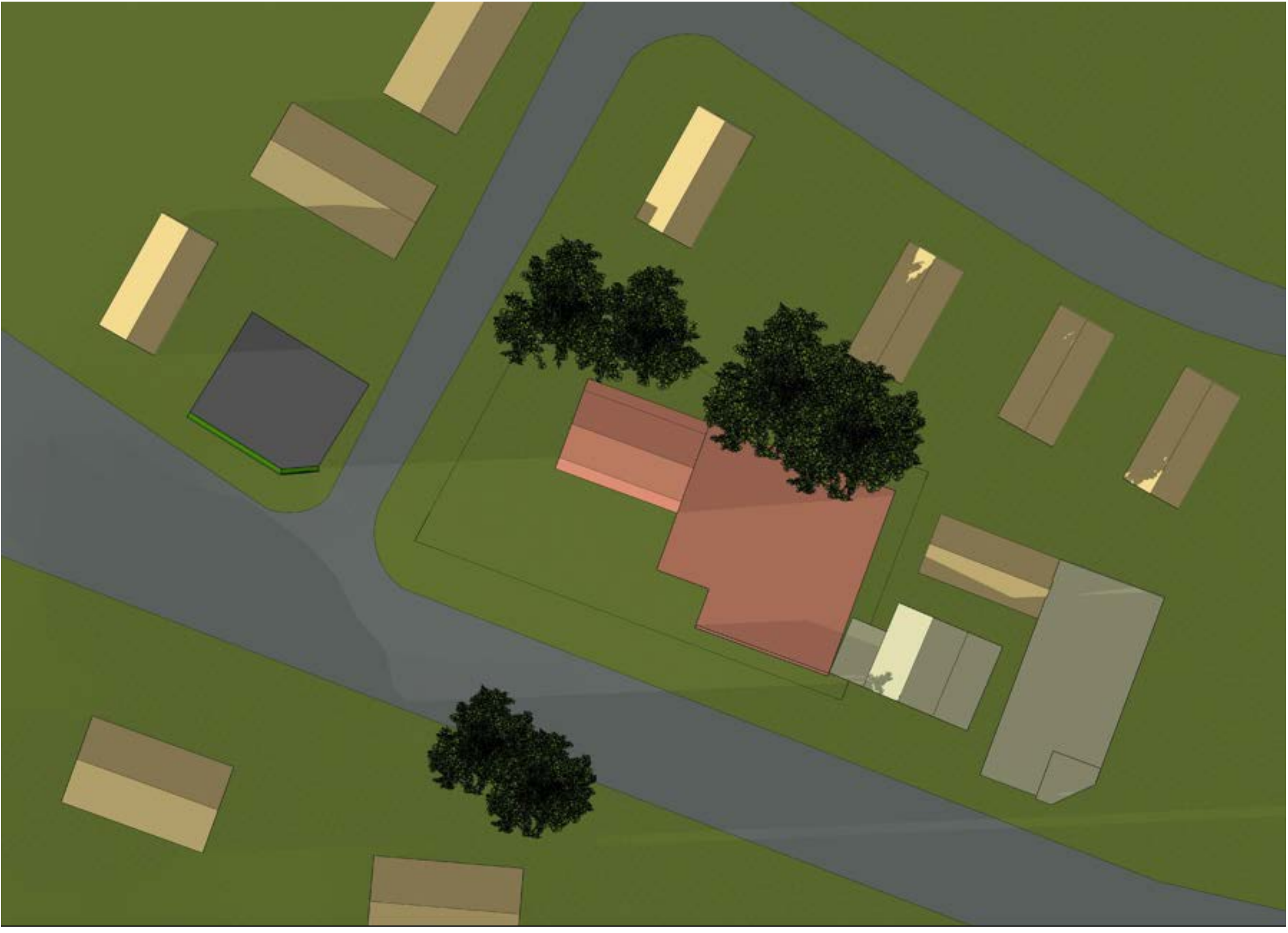
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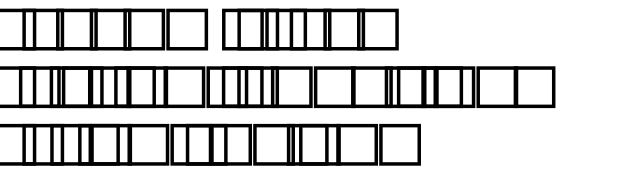
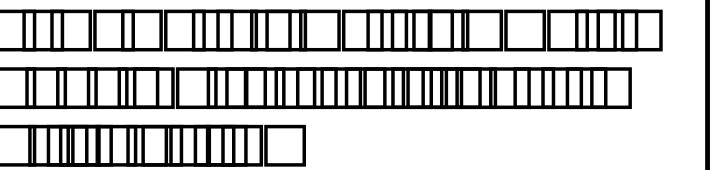




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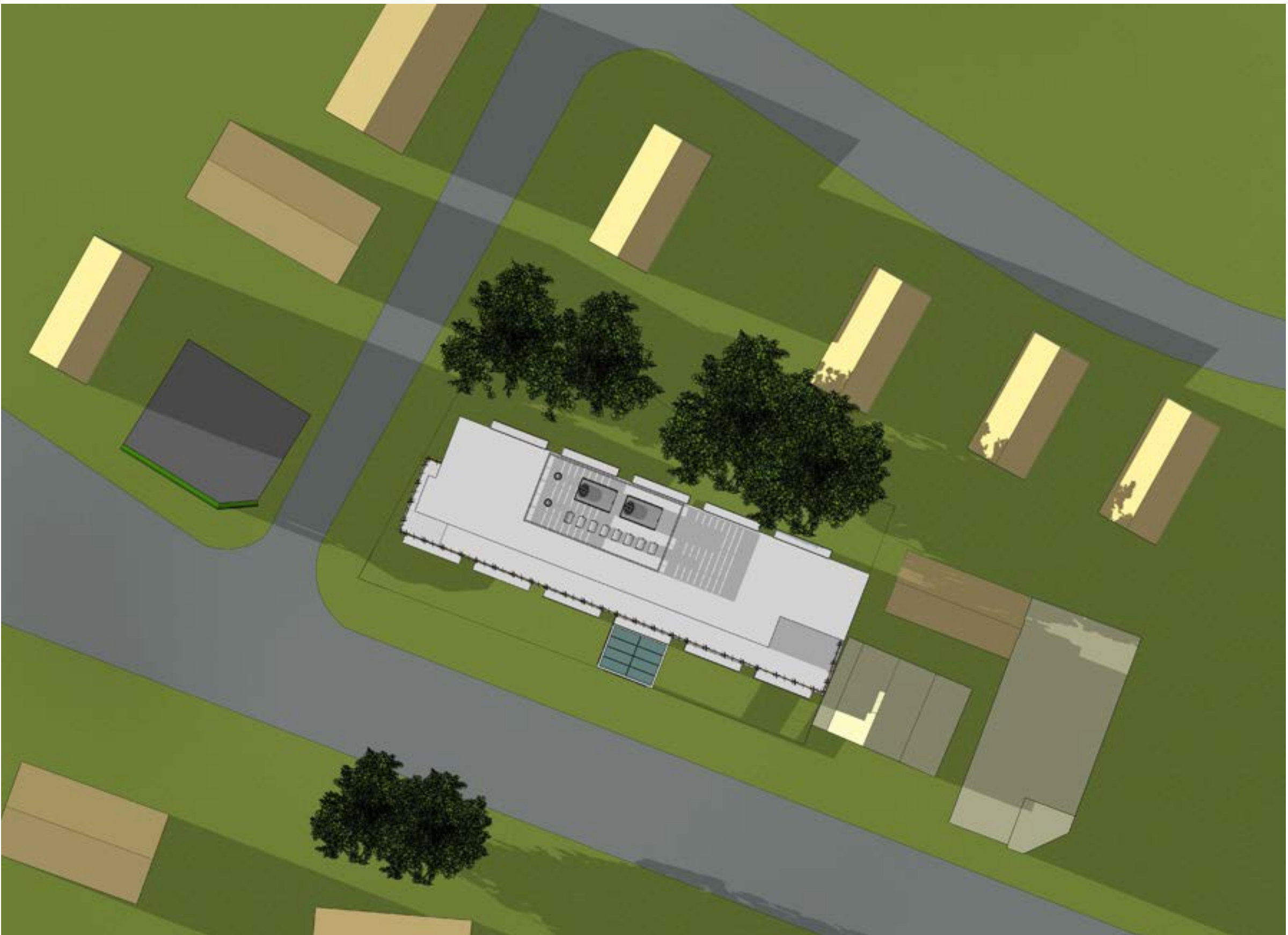
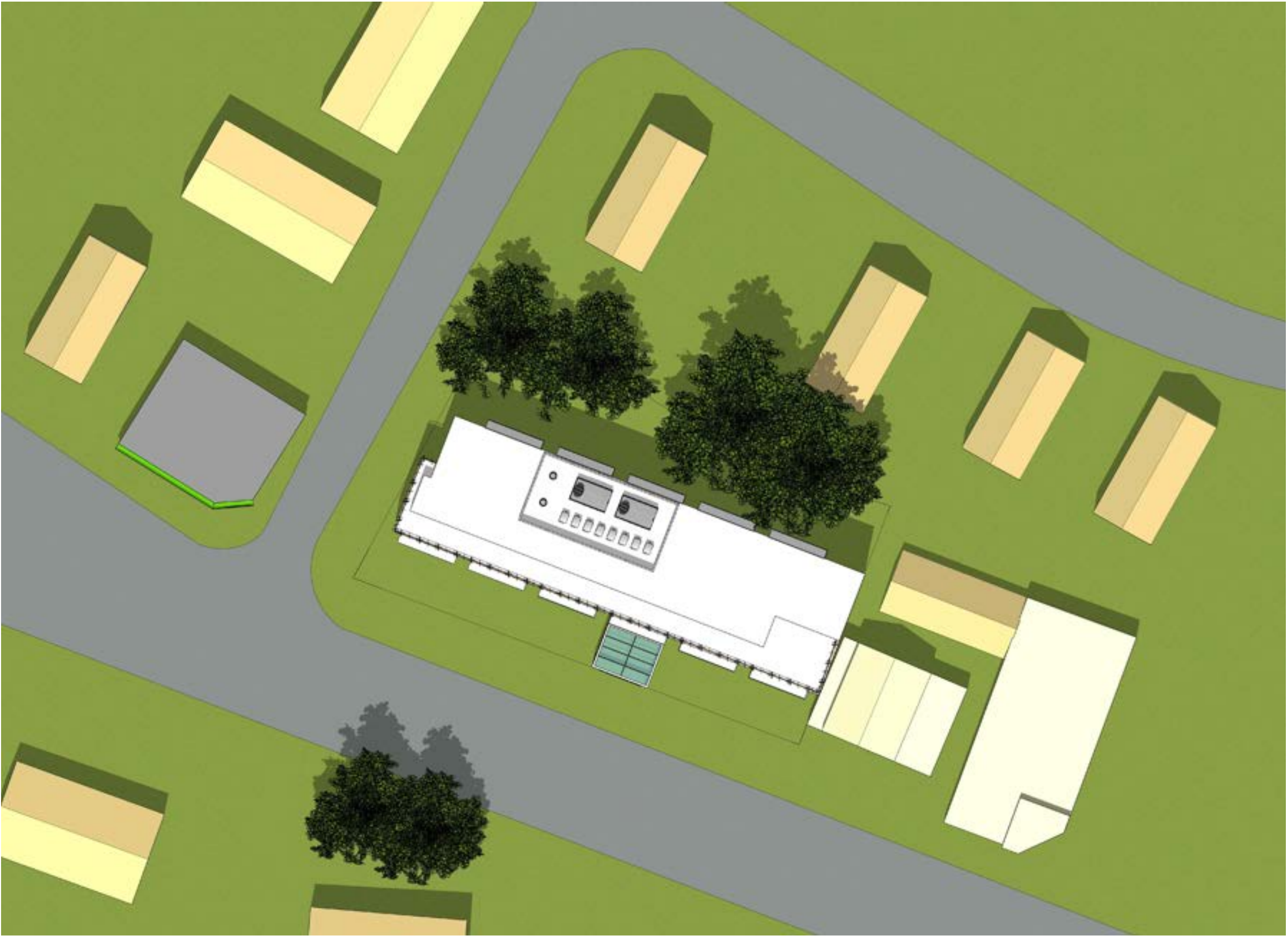
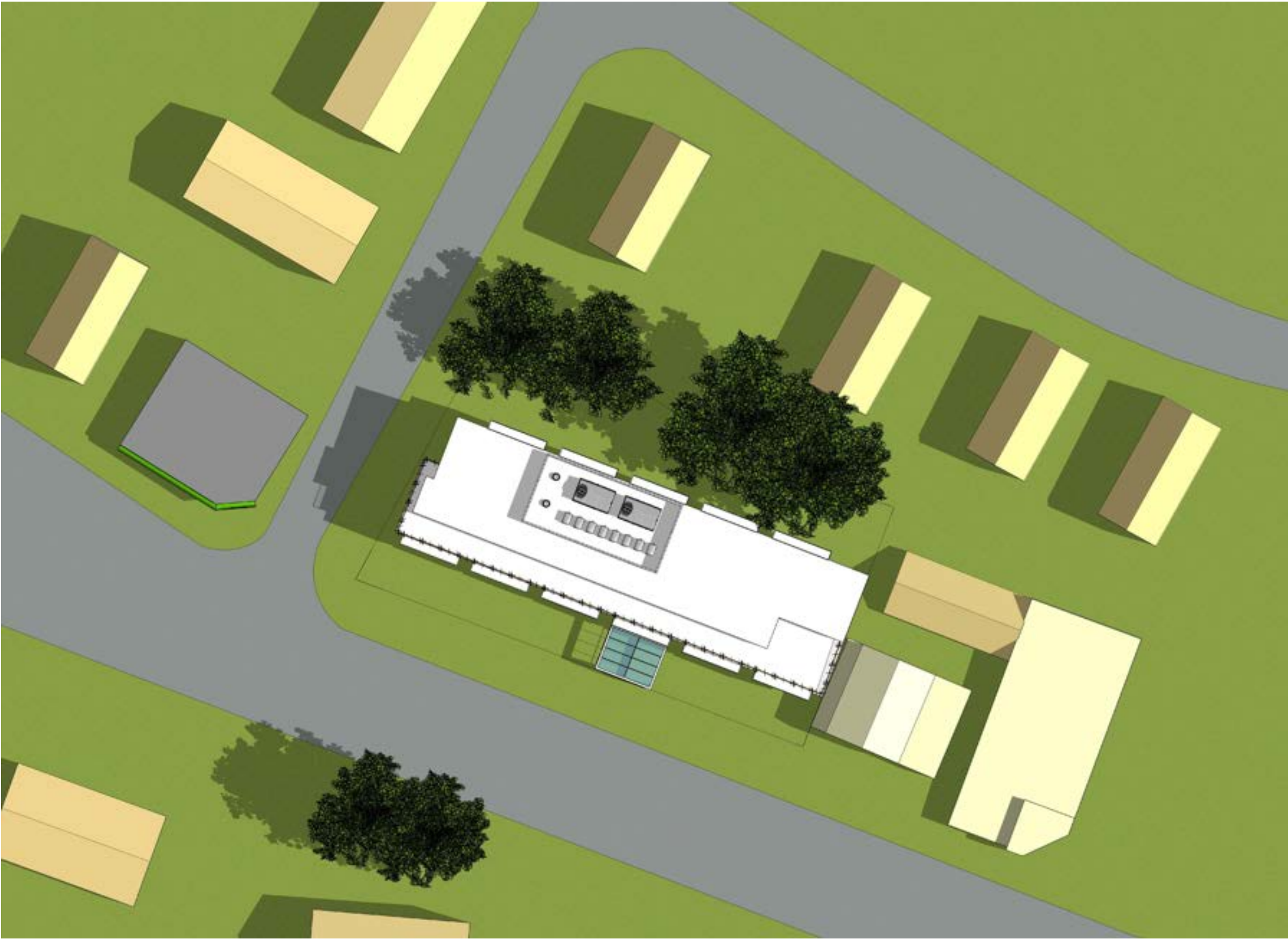
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Date Issued

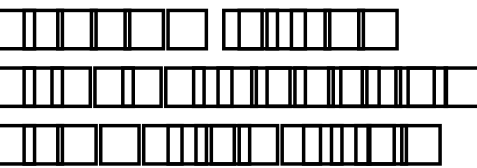
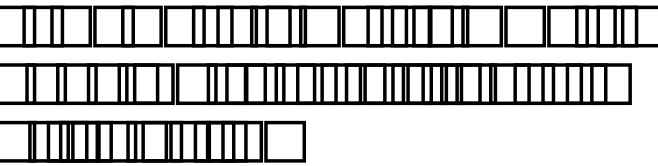




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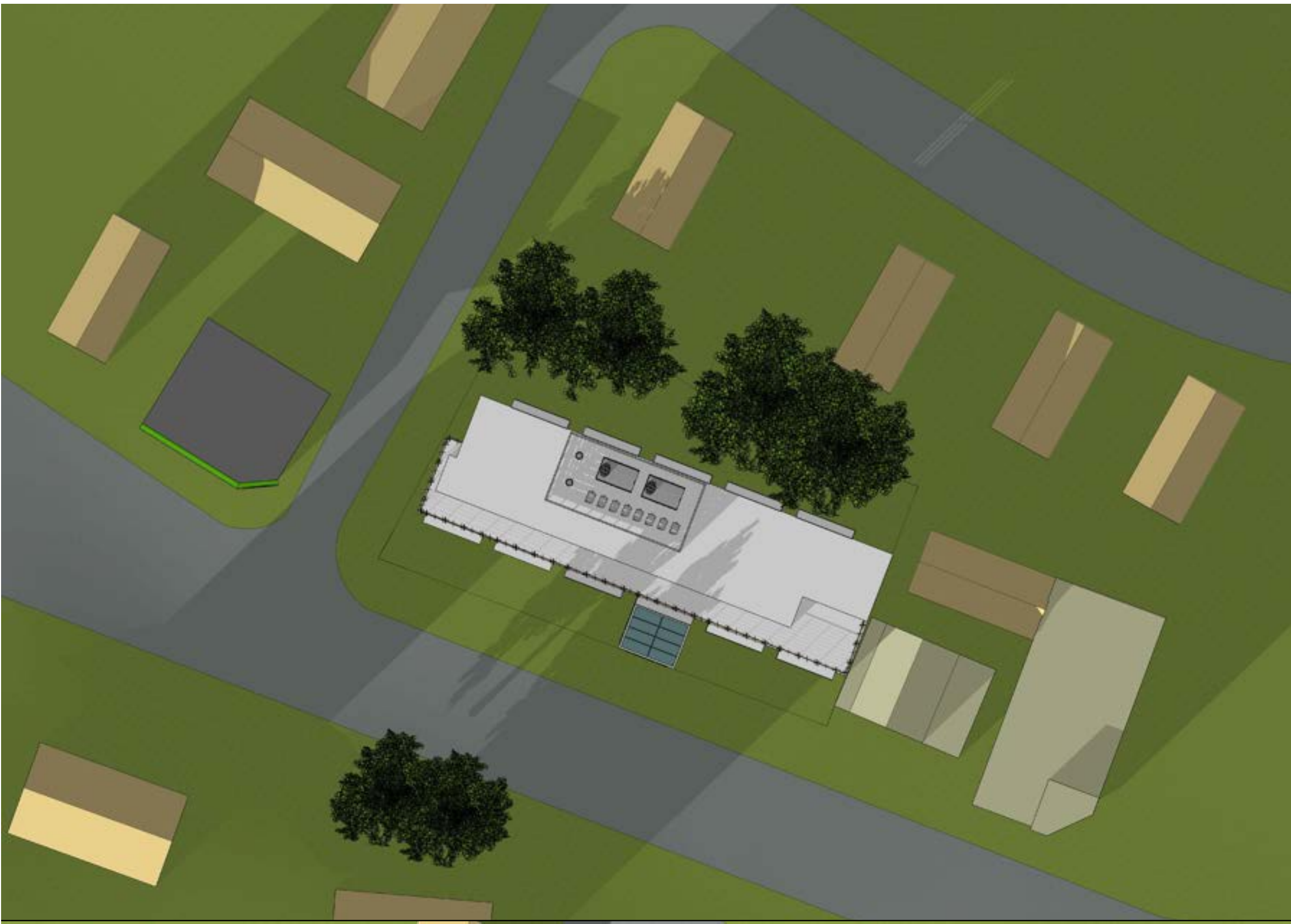
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Date Issued

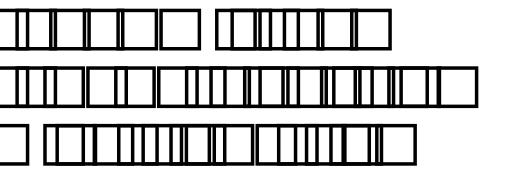
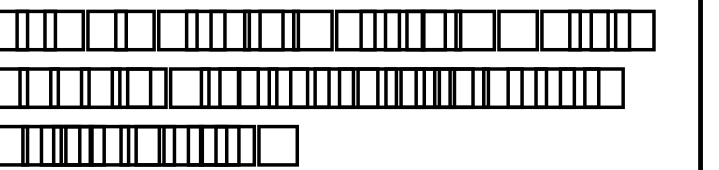




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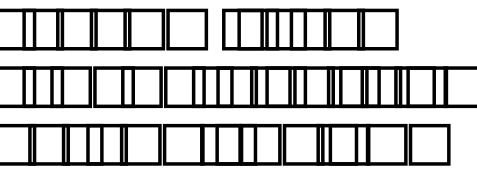
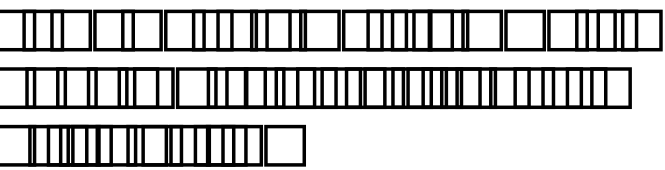




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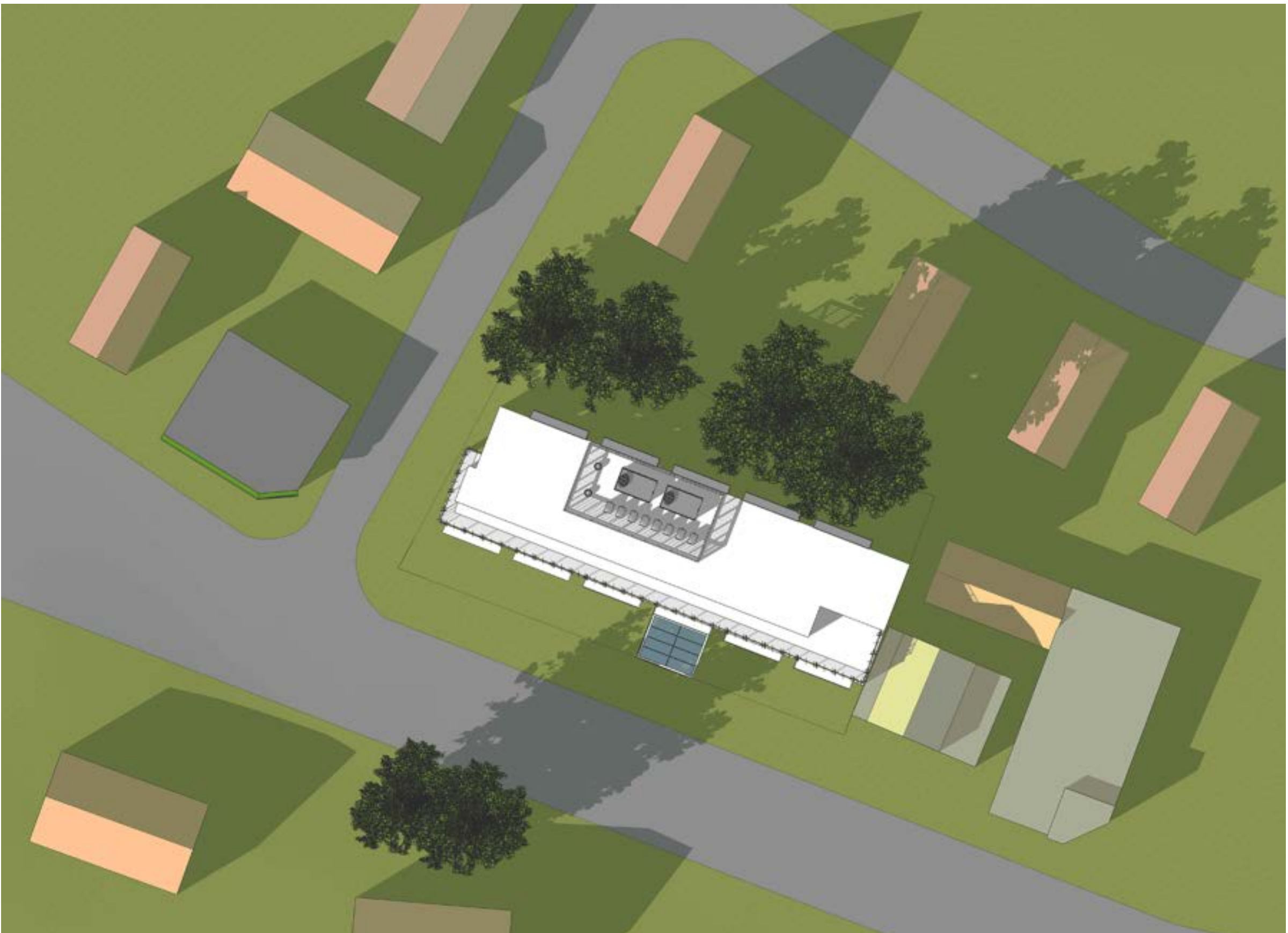
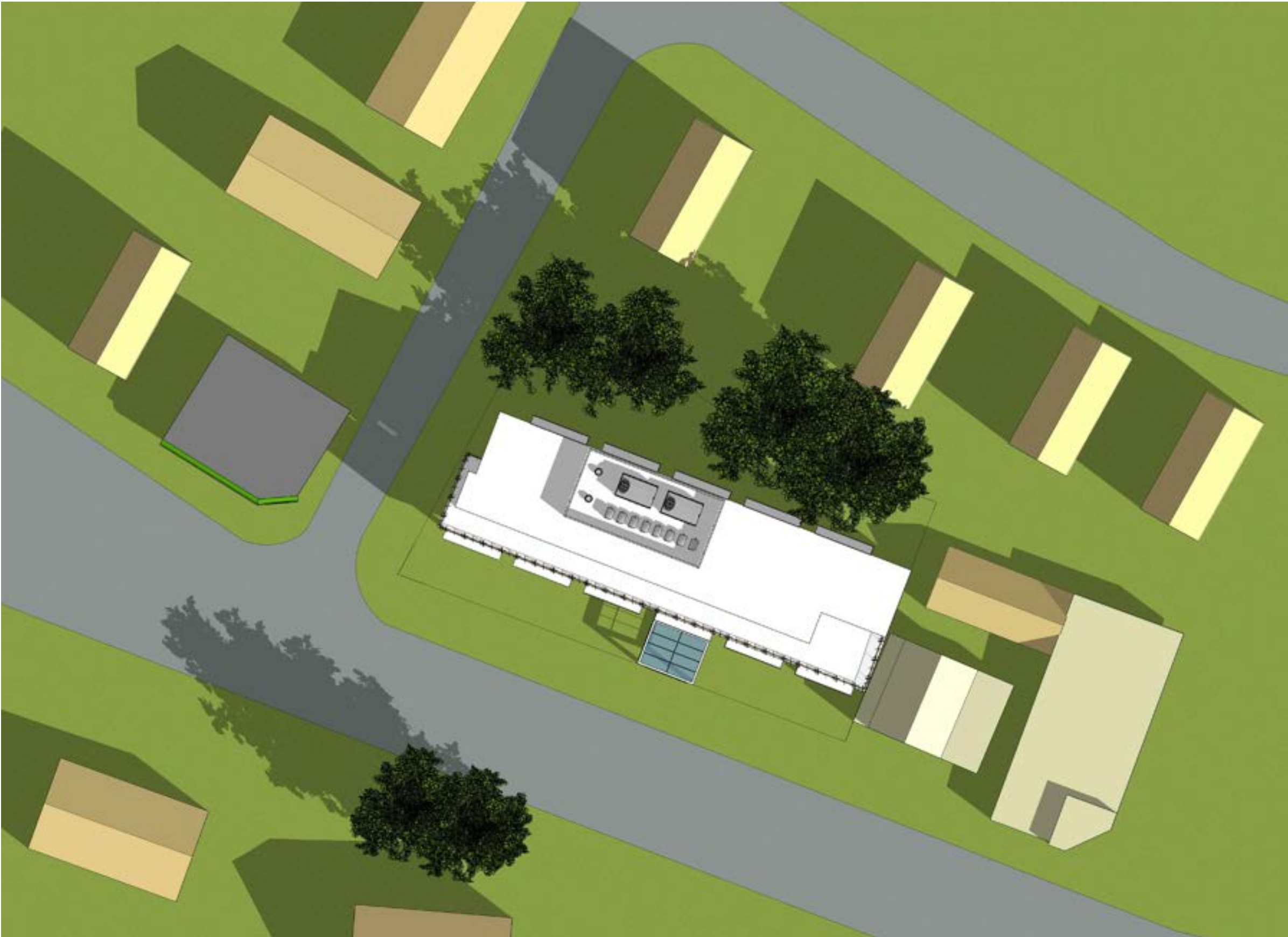
Drawing Scale

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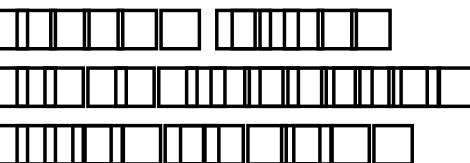
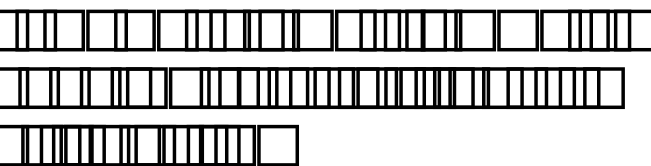




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Project Number

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Date Issued





Town of Arlington, Massachusetts
Department of Planning & Community Development
730 Massachusetts Avenue, Arlington, Massachusetts 02476

Public Hearing Memorandum

The purpose of this memorandum is to provide the Arlington Redevelopment Board and public with technical information and a planning analysis to assist with the regulatory decision-making process.

To: Arlington Redevelopment Board

From: Jennifer Raitt, Secretary Ex Officio

Subject: Environmental Design Review, 1207-1211 Massachusetts Avenue, Arlington, MA
Docket #3602

Date: July 16, 2019

I. Docket Summary

This is an application by James F. Doherty for 1211 Mass Ave Realty Trust to construct a mixed-use structure at 1207-1211 Massachusetts Avenue within the B2 Neighborhood Business District and the B4 Vehicular Oriented Business District. The Special Permit is to allow the Board to review and approve the proposed project, under Section 3.4, Environmental Design Review.

Following the Town's Request for Proposals (RFP) process in 2016, the applicant has entered into a Purchase & Sale (P&S) Agreement to purchase the property at 1207 Massachusetts Avenue in order to construct the mixed-use building, which is desirable to the Town. 1207 Massachusetts Avenue is the location of the now closed Disabled American Veterans (DAV) club, which ceased operations and has been vacant since mid-2014. The applicant currently owns the immediately adjacent property at 1211 Massachusetts Avenue, and upon successful permitting, will combine the two properties for a unified mixed-use development.

The RFP sought proposals for the purchase and future use of the parcel as a mixed-use development consistent with 2016 amendments to the Arlington Zoning Bylaw, that defined mixed-use as "[a] Combination of two or more distinct land uses, such as commercial, lodging, research, cultural, artistic/creative production, artisanal fabrication,

residential in a single multi-story structure to maximize space usage and promote a vibrant, pedestrian-oriented live-work environment.” The applicant proposes a 50-room hotel and restaurant consistent with this definition of mixed-use.

The application also requests a parking reduction under Section 6.1.5 and additional gross floor area under Section 5.3.6.

Materials submitted for consideration of this application:

- Application for EDR Special Permit,
- Narrative,
- Site Plan, Floor Plans, Elevations, and Renderings dated June 20, 2019;
- Planting Schedule;
- Parking and Bicycle Schedule;
- Shadow Study dated June 20, 2019; and,
- Traffic Demand Management Plan.

II. Application of Special Permit Criteria (Arlington Zoning Bylaw, Section 3.3)

1. Section 3.3.3.A.

The use requested is listed as a Special Permit in the use regulations for the applicable district or is so designated elsewhere in this Bylaw.

The applicant proposes a mixed-use structure consisting of a 50-room hotel and restaurant. Mixed-use, which as defined by the Zoning Bylaw includes lodging and commercial uses, requires a Special Permit in both the B2 Neighborhood Business District and the B4 Vehicular Oriented Business District. Mixed-use is additionally subject to Environmental Design Review under Section 3.4.G and due to the proposal’s location on Massachusetts Avenue. Mixed-use is described as being allowed in Section 5.5.1 for both the B2 and B4 Districts, in particular in the B4 District when automotive-oriented uses close and are redeveloped. The Board can find that these conditions exist for the proposed project site.

2. Section 3.3.3.B.

The requested use is essential or desirable to the public convenience or welfare.

The redevelopment of the DAV site and the adjacent outdated automotive use is desirable for the public convenience and welfare. The mixed-use structure, which combines a small boutique hotel and restaurant, is well-positioned to take advantage of tourism opportunities along the Battle Road Scenic Byway, the approximate path the British used at the beginning of the American Revolution, in Arlington and neighboring communities. A hotel and restaurant in the immediate area could be desirable to tour groups that want more personalized accommodations. There is an economic benefit that would be gained through the hotel/motel tax (6%) and meals tax (0.75%). Based on current tax revenue generated by the one hotel in Town, this

50-room hotel may generate up to approximately \$150,000 of additional tax revenue to the town on an annual basis.¹ The proposed hotel's proximity to Lexington, which welcomes over 100,000 tourists per year, makes it well-positioned to absorb some of the local and regional heritage and business travel, which would provide an economic benefit to the Town of Arlington and local businesses. Neighborhood residents have voiced the critical importance for more restaurants and mixed-use based on feedback gathered from residents as well as a market demand analysis that were part of the development of the Arlington Heights Neighborhood Action Plan.

3. Section 3.3.3.C.

The requested use will not create undue traffic congestion or unduly impair pedestrian safety.

The application materials do not provide detailed information regarding the traffic impact of the new use. The ARB must request additional information from the applicant on the following topics before determining that this criterion is satisfied.

The project's only means of ingress and egress is on Clark Street as the existing curb cuts on Massachusetts Avenue will be closed. Due to the new uses, a trip generation analysis is needed to understand the traffic flow and circulation of using Clark Street as the main point of access to the property. For vehicles exiting the property, turning right directs those vehicles into a residential neighborhood and a circuitous route back to Massachusetts Avenue or to Forest Street. The best course of action may be to require vehicles exiting the property to turn left onto Clark Street and then continue either north or south on Massachusetts Avenue, and the ARB will want to consider this as a condition of a decision. By adding more turning traffic to the intersection of Clark Street and Massachusetts Avenue there may be the need to address pedestrian safety at this intersection. On the opposite side of the street is an inbound MBTA Route 77 and 79 bus stop with departures every few minutes, so a cross walk may be necessary at the intersection as the closest cross walk is at Appleton Street. However, without a trip generation analysis, the ARB does not have the full scope of understanding regarding additional traffic as a result of the proposed project.

The nearby intersection of Appleton Street and Massachusetts Avenue is uncontrolled except for when a pedestrian triggers a red light in order to cross the street. A large majority of the pedestrians at this intersection are students walking to or from the Ottoson Middle School. More information is needed from the applicant on how the introduction of a hotel and restaurant could affect the operation of this intersection, especially during the beginning and end of the school day during the school year.

¹ According to the Town of Lexington's most recent Economic Development Report to Town Meeting, the Town of Lexington generates an average of \$1.27 million dollars of revenue in hotel/motel taxes.

Additionally, the Transportation Demand Management (TDM) Plan submitted in support of the parking reduction request needs firm commitments regarding the methods in which vehicular use will be reduced at the property. The applicant should also consider providing staff subsidized transit passes and guaranteed rides home. Commitments such as these must be required in any future lease of the building. Finally, the plans show an area to pull off of Massachusetts Avenue which could facilitate valet parking, and could be supported, but this would require approval from the Select Board.

It should be noted that the proposal will improve pedestrian safety along the project site's Massachusetts Avenue frontage. Two large curb cuts will be closed as access to the property will be from Clark Street, where the curb cut will be narrowed.

4. Section 3.3.3.D.

The requested use will not overload any public water, drainage or sewer system or any other municipal system to such an extent that the requested use or any developed use in the immediate area or in any other area of the Town will be unduly subjected to hazards affecting health, safety, or the general welfare.

The mixed-use structure introduces different uses than presently on the project site. There may be different demand on the municipal systems as a result, but will not create hazards affecting health, safety, or the general welfare of the immediate area or in any other area of the Town. While the application materials note that a stormwater system will be installed to control roof and surface stormwater runoff, the ARB will need more information regarding water and sewer usage. The applicant should submit evidence that the public water, drainage, and sewer system are capable of handling the needs of the 50-room hotel and restaurant.

5. Section 3.3.3.E.

Any special regulations for the use as may be provided in the Bylaw are fulfilled.

No special regulations are applicable to the proposal. The Board can find that this condition is met.

6. Section 3.3.3.F.

The requested use will not impair the integrity or character of the district or adjoining districts, nor be detrimental to the health or welfare.

The 2016 Annual Town Meeting adopted mixed-use zoning for all business districts with an affirmative vote of 187-35. This stretch of Massachusetts Avenue does not have a distinct aesthetic and there are no predominant architectural styles that characterize this area. The proposed mixed-use structure will not impair the integrity of the district and will provide connections between the Arlington Heights business district and other segments of the Mass Ave commercial corridor. The hotel use in particular will provide greater access for tourists to Arlington's historic

resources that make it part of the Battle Road Scenic Byway, including the nearby Foot of the Rocks monument and the Old Schwamb Mill.

The immediate area around the project site is a mix of residential and commercial spaces. Immediately behind the project site is a neighborhood of mostly single- and two-family homes in an R2 Two-Family District. Higher density residential uses are present across the street on Massachusetts Avenue, but the R2 District carries across Massachusetts Avenue as well where significant elevation is gained. The Heights business district is a short distance away (about 1,500 feet to the west) and an industrial-zoned area is less than 1,000 feet to the east.

7. Section 3.3.3.G.

The requested use will not, by its addition to a neighborhood, cause an excess of the use that could be detrimental to the character of said neighborhood.

The use will not be in excess or detrimental to the character of the neighborhood. The Board can find that this condition is met.

III. Environmental Design Review Standards (Arlington Zoning Bylaw, Section 3.4)

1. EDR-1 Preservation of Landscape

The landscape shall be preserved in its natural state, insofar as practicable, by minimizing tree and soil removal, and any grade changes shall be in keeping with the general appearance of neighboring developed areas.

The existing site condition is primarily impervious, but the proposal will increase the amount of open space on the site. A 5-foot landscaped buffer is provided along the rear property line that will be planted with tree lilacs, arborvitae, and smaller shrubs such as hydrangea and holly. Planters along Massachusetts Avenue are also proposed. While a planting schedule is provided, a landscape plan must be submitted. The application materials indicate that there will be 1,581 square feet of landscaped open space and 3,384 square feet of usable open space. The landscape plan should also document where the two types of open space will be satisfied on the property.

2. EDR-2 Relation of the Building to the Environment

Proposed development shall be related harmoniously to the terrain and to the use, scale, and architecture of the existing buildings in the vicinity that have functional or visible relationship to the proposed buildings. The Arlington Redevelopment Board may require a modification in massing so as to reduce the effect of shadows on the abutting property in an R0, R1 or R2 district or on public open space.

At 4 stories and 44 feet tall, the proposed building is taller than most of the buildings in the immediate vicinity. On the opposite side of Massachusetts Avenue, the terrain

quickly gains elevation, so nearby buildings appear much taller due to the elevation change. The proposal also steps in the first floor 8 inches from the second and third floor, and provides the upper-story step back at the top of the third floor at 34 feet. Section 5.3.17 requires that building more than three stories in height, such as the proposal, an additional 7.5-foot step-back (upper story building setback) shall be provided beginning at the third story level or 30 feet above grade, whichever is less. As part of the EDR jurisdiction, these requirements should be further addressed until the Board is satisfied that the building is well-situated on the parcels.

The building does not trigger the height buffer area of Section 5.3.19 because it is proposed at the lower maximum stories and height as identified in the Table of Dimensional and Density Requirements for the Business Districts. However, the application materials also provide a shadow study during each season at the respective Solstice and Equinox.

3. EDR-3 Open Space

All open space (landscaped and usable) shall be so designed as to add to the visual amenities of the vicinity by maximizing its visibility for persons passing by the site or overlooking it from nearby properties. The location and configuration of usable open space shall be so designed as to encourage social interaction, maximize its utility and facilitate maintenance.

As noted above, the proposed project will provide open space on the existing primarily impervious site. The application materials indicate that there will be 1,581 square feet of landscaped open space and 3,384 square feet of usable open space. Landscaped buffers will be located at the rear of the property providing some relief to the residential structures located behind the project site. A large patio along Massachusetts Avenue is proposed, which can create gathering space and an inviting atmosphere along the sidewalk. A landscape plan must be submitted and must document where the two types of open space will be satisfied on the property in order to assess compliance with this criterion.

4. EDR-4 Circulation

With respect to vehicular and pedestrian and bicycle circulation, including entrances, ramps, walkways, drives, and parking, special attention shall be given to location and number of access points to the public streets (especially in relation to existing traffic controls and mass transit facilities), width of interior drives and access points, general interior circulation, separation of pedestrian and vehicular traffic, access to community facilities, and arrangement of vehicle parking and bicycle parking areas, including bicycle parking spaces required by Section 6.1.12 that are safe and convenient and, insofar as practicable, do not detract from the use and enjoyment of proposed buildings and structures and the neighboring properties.

The application materials indicate that 28 parking spaces will be provided on the site, either under the building or at the rear of the property. The applicant has requested a parking reduction under Section 6.1.5:

Parking Requirement			
		<u>Zoning Requirement</u>	<u>Total Parking Required</u>
Hotel	50 rooms	1 space per room	50
Restaurant	2,568 sf	1/300 sf*	0
Total Parking			50
Section 6.1.5 Reduction			Up to 25% of the requirement, or 13 spaces
Total Parking Provided			28
* First 3,000 sf of non-residential space in mixed-use projects is exempt.			

In general, as discussed under the response to criterion 3.3.3.C, there is no information about circulation on and around the project site. The only access to the property is from Clark Street and there is no information on how trips to and from the project site will change. A trip generation analysis is needed to understand the traffic flow and circulation of using Clark Street as the main point of access to the property. A trip generation analysis may indicate that right turns from the property onto Clark Street should be restricted and there may be the need for pedestrian improvements at the intersection of Clark Street and Massachusetts Avenue due increased traffic.

On the project site, there is no information on where loading and unloading will occur. Based on the application materials, there is no information on the size of truck that can access the project site and whether vendors need to be limited to a certain size truck in order to navigate Clark Street and the parking lot. Additionally, the floor plan does not seem to provide direct loading access to the restaurant's kitchen or the hotel from the rear parking lot. If loading and unloading will occur on Massachusetts Avenue, it is not clear whether there is shoulder space for a large truck to park during these activities. To combat idling and disruption to the surrounding neighborhood, deliveries should be limited to certain hours of the day.

Circulation within the parking lot is not clearly discussed. Some of the parking spaces provided are tandem spaces and it is not clear how the spaces will be assigned or allocated between the hotel and restaurant. If the parking spaces will be used primarily by the hotel, the ARB needs an understanding of the on-street parking utilization of the area. Additionally, there is no information in the applicant materials regarding the safety and security of the proposed parking area other than 12-foot

light poles. It will be important for the ARB to understand how the spaces will be utilized on the property.

Additionally, the Transportation Demand Management (TDM) Plan submitted in support of the parking reduction request needs firm commitments regarding the methods in which vehicular use will be reduced at the property. The Applicant could also consider providing staff subsidized transit passes and guaranteed rides home. Commitments such as these must be required in any future lease of the building. Finally, the plans show an area to pull off of Massachusetts Avenue which could facilitate valet parking, and could be supported, but this would require approval from the Select Board.

It should be noted that the proposal will improve pedestrian safety along the project site's Massachusetts Avenue frontage. Two large curb cuts will be closed as access to the property will be from Clark Street, where the curb cut will be narrowed.

The application materials indicate that proposal exceeds the requirements of the newly adopted bicycle parking bylaw. For the mixed-use building, 5 short-term bicycle parking spaces are required and 2 long-term bicycle parking spaces are required. The proposal exceeds this requirement by providing 7 short-term spaces and 7 long-term spaces. However, the application materials do not provide any specifications of the proposed racks, and the location of the short-term spaces is inconsistent between the plan set and renderings and the written information. The ARB should request additional information.

5. EDR-5 Surface Water Drainage

Special attention shall be given to proper site surface drainage so that removal of surface waters will not adversely affect neighboring properties or the public storm drainage system. Available Best Management Practices for the site should be employed, and include site planning to minimize impervious surface and reduce clearing and re-grading. Best Management Practices may include erosion control and stormwater treatment by means of swales, filters, plantings, roof gardens, native vegetation, and leaching catch basins. Stormwater should be treated at least minimally on the development site; that which cannot be handled on site shall be removed from all roofs, canopies, paved and pooling areas and carried away in an underground drainage system. Surface water in all paved areas shall be collected in intervals so that it will not obstruct the flow of vehicular or pedestrian traffic and will not create puddles in the paved areas.

In accordance with Section 3.3.4., the Board may require from any applicant, after consultation with the Director of Public Works, security satisfactory to the Board to insure the maintenance of all stormwater facilities such as catch basins, leaching catch basins, detention basins, swales, etc. within the site. The Board may use funds provided by such security to conduct maintenance that the applicant fails to do.

The Board may adjust in its sole discretion the amount and type of financial security such that it is satisfied that the amount is sufficient to provide for any future maintenance needs.

The application materials only indicate that a subsurface infiltration system will be provided under the parking lot to control surface and roof runoff. There are no further details provided in the application materials. The applicant must submit an engineered site plan showing surface water drainage systems and a stormwater management plan that includes an analysis that will inform the size of an underground infiltration system and includes engineering plans for the system. It is also strongly recommended that the applicant include low impact development techniques such as creating a rain garden or other similar feature in the landscape area in the northeast corner of the property.

6. EDR-6 Utilities Service

Electric, telephone, cable TV, and other such lines of equipment shall be underground. The proposed method of sanitary sewage disposal and solid waste disposal from all buildings shall be indicated.

The application materials indicate that the new utilities will be underground, but the ARB will want additional information from the applicant on whether any of the existing utilities that serve the site will be reused. It should be noted that there are three utility poles (one of which is a double pole) along the Massachusetts Avenue frontage. Although requests to move or consolidate utility poles are often not accepted by the utility companies, the applicant should attempt to coordinate with the utility company to at least remove the double pole and consolidate the operations to the other two poles as the poles and lines interfere with the structure's visibility. The ARB will want to understand that the services carried on these poles will not be overloaded.

7. EDR-7 Advertising Features

The size, location, design, color, texture, lighting and materials of all permanent signs and outdoor advertising structures or features shall not detract from the use and enjoyment of proposed buildings and structures and the surrounding properties.

The signage proposed in the application materials are place holders for the mixed-use structure. However, the proposal appears to be consistent with the newly adopted sign bylaw in terms of location and size. The application materials indicate that the signage will be back lit, but there is no information in the application materials about lighting of the building in general. A condition of a decision by the ARB should include a requirement that the final signage be reviewed for compliance.

8. EDR-8 Special Features

Exposed storage areas, exposed machinery installations, service areas, truck loading areas, utility buildings and structures, and similar accessory areas and structures shall be subject to such setbacks, screen plantings or other screening methods as shall reasonably be required to prevent their being incongruous with the existing or contemplated environment and the surrounding properties.

There will be equipment on the roof to service the mixed-use structure, and it appears that some of the equipment will be screened. Each hotel room has its own system and the louvers can be seen on the renderings. Although Arlington does not specify a certain noise level at the property line, many nearby communities identify a day-time noise level of no more than 65 dbA or no more than 10 dbA over the background noise level. Overnight, many nearby communities identify a noise level of 50 dbA. Using this as guidance, the applicant should clarify the noise impact of the HVAC and other noise-emitting equipment.

To reduce noise from deliveries or from solid waste removal, the ARB will want information on anti-idling measures and time of day restrictions to ensure that these services do not impact the surrounding residential properties.

The applicant should clarify how the dumpster will be screened and shared.

9. EDR-9 Safety

With respect to personal safety, all open and enclosed spaces shall be designed to facilitate building evacuation and maximize accessibility by fire, police and other emergency personnel and equipment. Insofar as practicable, all exterior spaces and interior public and semi-public spaces shall be so designed to minimize the fear and probability of personal harm or injury by increasing the potential surveillance by neighboring residents and passersby of any accident or attempted criminal act.

As noted in the application materials, the proposed interior layout plans have been designed to facilitate building evacuation and accessibility by fire, police, and other emergency personnel and equipment. The application materials indicate that the rear parking lot will be illuminated through the use of 12-foot pole mounted LED lights; however, there is no indication on the plans where these light poles would be located and the specification of such. Further, there is no information on how the open garage will be secured.

10. EDR-10 Heritage

With respect to Arlington's heritage, removal or disruption of historic, traditional or significant uses, structures or architectural elements shall be minimized insofar as practical whether these exist on the site or on adjacent properties.

The existing structures are not listed on the *Inventory of Historically or Architecturally Significant Properties in the Town of Arlington* nor are they under the jurisdiction of

the Arlington Historical Commission. As such, the site contains no historic, traditional or significant uses, structures or architectural elements. The Board can find that this condition is met.

Two properties on the opposite side of Massachusetts Avenue (1210 Massachusetts Avenue and 1218-1222 Massachusetts Avenue) are under the jurisdiction of the Historical Commission. The redevelopment of the subject property will not disrupt historic, traditional, or significant uses, structures, or architectural elements that exist on the adjacent properties.

11. EDR-11 Microclimate

With respect to the localized climatic characteristics of a given area, any development which proposes new structures, new hard surface, ground coverage or the installation of machinery which emits heat, vapor or fumes shall endeavor to minimize insofar as practicable, any adverse impacts on light, air and water resources or on noise and temperature levels of the immediate environment.

There are no proposed changes that will impact the microclimate. A shadow study was prepared and is provided in the application materials to illustrate how the building may create additional shadows in the immediate area. Although the project does not trigger the height buffer area, the ARB will want to assess to ensure that the Board is satisfied that the building is well-situated on the parcels.

12. EDR-12 Sustainable Building and Site Design

Projects are encouraged to incorporate best practices related to sustainable sites, water efficiency, energy and atmosphere, materials and resources, and indoor environmental quality. Applicants must submit a current Green Building Council Leadership in Energy and Environmental Design (LEED) checklist, appropriate to the type of development, annotated with narrative description that indicates how the LEED performance objectives will be incorporated into the project.

The Applicant indicates that the building will meet the Stretch Code. Additional information regarding the LEED Checklist is needed.

IV. Conditions

General

1. The final design, sign, exterior material, landscaping, and lighting plans shall be subject to the approval of the Arlington Redevelopment Board at the time when future operators are identified. Any substantial or material deviation during construction from the approved plans and specifications is subject to the written approval of the Arlington Redevelopment Board

2. Any substantial or material deviation during construction from the approved plans and specifications is subject to the written approval of the Arlington Redevelopment Board.
3. The Board maintains continuing jurisdiction over this permit and may, after a duly advertised public hearing, attach other conditions or modify these conditions as it deems appropriate in order to protect the public interest and welfare.
4. Snow removal from all parts of the site, as well as from any abutting public sidewalks, shall be the responsibility of the owner and shall be accomplished in accordance with Town Bylaws.
5. Trash shall be picked up only on Monday through Friday between the hours of 7:00 am and 6:00 pm. All exterior trash and storage areas on the property, if any, shall be properly screened and maintained in accordance with Article 30 of Town Bylaws.
6. The Applicant shall provide a statement from the Town Engineer that all proposed utility services have adequate capacity to serve the development. The applicant shall provide evidence that a final plan for drainage and surface water removal has been reviewed and approved by the Town Engineer.
7. Upon installation of landscaping materials and other site improvements, the Applicant shall remain responsible for such materials and improvement and shall replace and repair as necessary to remain in compliance with the approved site plan.
8. Upon the issuance of the building permit the Applicant shall file with the Inspectional Services Department and the Police Department the names and telephone numbers of contact personnel who may be reached 24 hours each day during the construction period.



Town of Arlington, Massachusetts
Department of Planning & Community Development
730 Massachusetts Avenue, Arlington, Massachusetts 02476

Public Hearing Memorandum

The purpose of this memorandum is to provide the Arlington Redevelopment Board and public with technical information and a planning analysis to assist with the regulatory decision-making process.

To: Arlington Redevelopment Board

From: Jennifer Raitt, Secretary Ex Officio

Subject: Environmental Design Review, 1207-1211 Massachusetts Avenue, Arlington, MA Docket #3602

Date: January 21, 2020

Since the initial public hearing on July 22, 2019, the Department of Planning and Community Development (DPCD) staff and members of the Arlington Redevelopment Board (ARB) have provided feedback to the applicant, Jim Doherty, in relation to the above-noted Docket in different formats, including at the public hearing session, emails, and in-person meetings. This memo documents how the materials submitted by the applicant are responsive. Attached to this memo is correspondence that Attorney Winstanley-O'Connor responds to in her letter dated January 21, 2020.

1. Conduct a traffic study, with a focus on Mass Ave, Lowell, Appleton, Forest, and the neighborhood adjacent to the project site, determine how the use may impact circulation in the area, and complete the study when school is in session.

An overview of traffic information prepared by BSC Group was submitted by the applicant. This overview provides a good basis for understanding the potential trip generation of the mixed-use structure; however, it does not include an analysis of area circulation. It also does not provide an analysis of area intersections and does not provide any recommendations on how the trips generated by the proposal may be mitigated.

The overview by BSC Group notes that right turns onto Clark Street from the parking area will not occur as the parking will be controlled by the valet staff.

2. Show parking onsite and document any offsite parking for employees and tour buses.

The materials provided on January 21, 2020, indicate some adjustments were made to the garage parking and the surface parking to the rear of the building to accommodate moving the dumpster away from Clark Street. In the garage, four spaces were gained by adjusting the size of the parking spaces which are compliant with the Zoning Bylaw and slightly oversized. Five spaces were reduced in surface parking to provide an adequate size drive aisle for two-way traffic and access to the dumpster. At its narrowest, the two-way drive aisle does not comply with the required 24 feet, but it is noted that access is only available to valet and other delivery services in order to minimize vehicular conflicts.

No additional information has been provided regarding employee parking and tour bus parking. A reference to the Mill Brook Animal Clinic offering to provide additional off-site parking was made, but no formal documentation of a shared parking agreement has been provided.

3. Identify where and how passenger and delivery loading and unloading will occur, and determine whether delivery vehicles have the adequate turning radius onto Clark Street from the project site.

As noted above, the surface parking at the rear of the site was adjusted to provide more adequate space for loading and unloading of deliveries. The materials submitted on January 21, 2020, indicate that single-unit box trucks and smaller vehicles will be making deliveries to the site at the rear of the building. Additionally the dumpster was moved from Clark Street frontage to the interior of the site. However, no documentation is provided to illustrate the turning radii of the types of vehicles that would typically enter and exit the project site to make deliveries, so the feasibility of this could not be assessed.

The addition of the circular driveway off of Mass Ave will facilitate passenger loading and unloading outside of the public right-of-way limiting conflicts between pedestrians, bicycles, and other vehicles on Mass Ave. This is a better solution than the cut out of the sidewalk originally proposed. Outside of business hours, the circular driveway could be used for deliveries as well.

4. Provide information on the valet parking plan.

The information provided by BSC Group indicates that all parking onsite will be controlled by valet staff and there is no self-parking. There is no information about offsite parking provided.

5. Calculate the floor area ratio (FAR) for the building and the bonus and open space.

Exhibit A to Attorney Winstanley-O'Connor's memo is an accounting of the FAR for the building and how the bonus provisions of Section 5.3.6 apply to the proposal. Exhibit B to Attorney Winstanley-O'Connor's memo is an accounting of open space calculations.

6. Share a marketing study of similar hotels, including hotel operators, customer base, rack rates, and amenities.

The applicant has indicated that this information is proprietary and is not relevant to the relief being sought.

7. Re-evaluate the shadow study previously submitted to consider the existing shadows and provide a comparison and determine any impact to solar arrays in the neighborhood.

The plan set includes an updated shadow study based on the new building. The plan set also includes a shadow study documenting the existing conditions of the building and shows trees at the rear of the site.

Two properties with solar panels have been identified as 18 Pierce Street and 24 Clark Street. The property at 24 Clark Street is beyond the reach of the proposal's shadows, but it appears that the early afternoon shadow on the Winter Solstice will affect 18 Pierce Street.

8. Submit a revised LEED Checklist and make some assumptions to bring the credits up.

An updated LEED Checklist has been provided. The score has increased from 21 points to 52 points.

9. Show ADA accommodations in parking lot and along the Mass Ave frontage.

One accessible parking space has been designated in the rear surface parking lot. The reference to ADA accommodations along the frontage refers to the original version of the proposal which included a cut out in the sidewalk to provide a wider shoulder for loading and unloading.

10. Show any plans for sidewalk enhancement on Clark Street.

The plan set illustrates how the at-grade open space on the lot will be improved and activated and that a concrete sidewalk will be extended around the hotel on Clark Street. Further detail was not provided.

11. Improve the design of roof top mechanicals and kitchen venting.

The rendering shows more roof top mechanical equipment, but no roof plan was submitted or specifications for the roof top mechanical equipment or kitchen venting. The memo from Attorney Winstanley-O'Connor indicates that the final locations will be determined at a later stage.

12. Revisit the quantity and placement of louvers on the main façade of the building.

The louvers proposed on the façade have been eliminated.

13. Show additional bike parking at the front of the hotel.

Parking racks are proposed on Mass Ave rather than off of Clark Street in the current plan set. Relocating the bicycle parking to the main frontage is an improvement.

14. Re-evaluate the façade elevations including the materials proposed for the façade, the hierarchy between the restaurant and hotel entrances, the sliding doors on the fourth floor of the building, windows on the Clark Street elevation, and screening for the rear deck.

The materials proposed for the façade have been updated to reflect comments made by two members of the ARB who provided detailed feedback. The materials proposed now include brick, masonry, and clapboard panels, and the use of such materials is specified on the elevations.

The plan set has been revised to make the hotel entrance more prominent than the restaurant entrance.

Sliding doors are still proposed for the fourth floor hotel units.

The Clark Street elevation has been revised.

The rear deck has been eliminated from the proposal.

15. Re-evaluate the restaurant space planning and the location of the hotel gym.

The plan set has been revised to show no seating or space usage in the restaurant in response to a question regarding the accuracy of the seat count. Note that while the parking requirement for restaurants is based on the seat count, in mixed-use structures such as this one, the first 3,000 square feet of space is exempt from meeting the parking requirement. The restaurant is proposed at 2,816 square feet.

In the original proposal, the location of the gym required hotel guests to leave the interior of the building and then reenter the building elsewhere to access the gym. In this submission, the gym has been eliminated from the proposal.

16. Re-evaluate the secondary signage on Clark Street.

A wall sign remains on the Clark Street elevation for the restaurant.

17. Provide more details on the proposed lighting.

Attorney Winstanley-O'Connor's memo notes that the lighting will be energy efficient LED low profile lighting. Deflectors and other technology will be utilized, and a photometric study will be prepared prior to installation. The ARB may desire to see that photometric plan as well as lighting specifications to understand the type of fixtures to be used for the proposal and how it may or may not impact abutters.

Attachment:

1. Memo to Jim Doherty dated January 7, 2020.



TOWN OF ARLINGTON
DEPARTMENT OF PLANNING and
COMMUNITY DEVELOPMENT

TOWN HALL, 730 MASSACHUSETTS AVENUE
ARLINGTON, MASSACHUSETTS 02476
TELEPHONE 781-316-3090

MEMORANDUM

To: Jim Doherty, Trustee, 1211 Mass Ave Realty Trust

From: Jennifer Raitt, Director of Planning and Community Development

cc: Mary Winstanley-O'Connor, Esq.

Date: January 7, 2020

Re: Docket #3602, 1207-1211 Massachusetts Avenue supplemental materials and follow-up

Thank you for your submission of materials to my office on January 2, 2020 per my most recent memo and requests. The Department of Planning and Community Development (DPCD) staff reviewed the materials received, dated December 12, 2019, and note that they are an updated plan set that illustrates changes made to the site and the building in the intervening time since the public hearing in the summer 2019 based on feedback from staff and ARB members. This memo documents how the submitted materials respond to items outlined and annotated in two emails sent to you following the initial public hearing on this project on July 22, 2019.

In an email from Erin Zwirko, Assistant Director, to you dated July 24, 2019, the staff enumerated the items that were requested by the Arlington Redevelopment Board (ARB) members during the initial public hearing session:

1. Traffic Study, with a strong focus on Mass Ave, Lowell, Appleton, Forest, and the neighborhood behind the project site and circulation in the area, and completed when school is back in session;

DPCD has not yet received a traffic study.

2. Parking onsite, and any offsite parking for employees and tour buses;

The materials provided on January 2, 2020, indicate some adjustments were made to the garage parking and the surface parking to the rear of the building to accommodate moving the dumpster away from Clark Street. In the garage, four spaces were gained by adjusting the size of the parking spaces; however, no dimensions are provided making compliance with the Zoning Bylaw difficult to determine. Five spaces were reduced in surface parking, presumably to provide an adequate size drive aisle for two-way traffic and access to the dumpster, but no dimensions are provided to document compliance with the Zoning Bylaw. Overall, moving the dumpster away from Clark Street is an improvement.

No additional information has been provided regarding employee parking and tour bus parking. There was reference to the Mill Brook Animal Clinic offering to provide additional off-site parking, but no formal documentation of a shared parking agreement has been provided.

3. Loading and unloading and deliveries, where and how will it happen and determining if vehicles have the ability to turn onto Clark Street and into the project site;

As noted above in what we have received relative to item 1 (Traffic Study), the surface parking at the rear of the site was adjusted to presumably provide more adequate space for loading and unloading of deliveries.

The addition of the circular driveway off of Mass Ave will facilitate passenger loading and unloading outside of the public right-of-way limiting conflicts between pedestrians, bicycles, and other vehicles on Mass Ave. This is a better solution than the cut out of the sidewalk originally proposed. Outside of business hours, the circular driveway could be used for deliveries as well.

4. Accounting of the FAR for the building and the bonus;

DPCD has not received an updated accounting of the FAR for the building and how the bonus provisions of Section 5.3.6 apply to the proposal.

5. Open space calculations;

DPCD has not received updated open space calculations.

6. Marketing study of similar hotels you've identified, including who operates these hotels, their customers, rack rates, amenities, etc.;

DPCD has not received a marketing study for similar hotels in the greater Boston area.

7. Take another look at your shadow study, consider the existing shadows and provide a comparison and determine any impact to solar arrays in the neighborhood;

The plan set includes an updated shadow study based on the new building. The plan set also includes a shadow study documenting the existing conditions of the building and shows trees at the rear of the site. The updated materials do not identify if any of the adjacent buildings have solar arrays installed.

8. Reconsider the LEED Checklist and make some assumptions to bring the credits up;

DPCD has not received an updated LEED Checklist.

9. ADA accommodations in parking lot and along frontage; and

One accessible parking space has been designated in the rear surface parking lot. The reference to ADA accommodations along the frontage refers to the original version of the proposal which included a cut out in the sidewalk to provide a wider shoulder for loading and unloading.

10. Better understanding of roof top mechanicals and kitchen venting.

The rendering shows more roof top mechanical equipment, but no roof plan was submitted or specifications for the roof top mechanical equipment or kitchen venting.

In an email forwarded from Erin Zwirko to you dated July 29, 2019, an ARB member provided comments on the proposal including:

1. Prepare a full transportation plan to understand the impact on the intersection with Appleton/Mass Ave and the adjacent secondary streets. Consider the public recommendation of restricting right turns onto Clark;

DPCD has not yet received a transportation plan.

2. What are the plans for sidewalk enhancement on Clark around the hotel?

The plan set illustrates how the at-grade open space on the lot will be improved and activated; however, there is not information regarding sidewalk enhancements on Clark Street.

3. Currently no bike parking is shown at the front of the hotel for restaurant guests. What dayparts is the restaurant open for? Only dinner? Or breakfast and lunch? Think about public need for bike parking for the dining space based on daypart.

Parking racks are proposed on Mass Ave rather than off of Clark Street in the current plan set. Relocating the bicycle parking to the main frontage is an improvement.

4. What is the plan for deliveries and loading/unloading of buses? Restricted hours?

DPCD has not received detailed information about deliveries and loading or unloading of buses. The circular driveway and adjustments to the rear surface parking lot might accommodate these functions better, but there is not documentation or dimensions to determine compliance with the Zoning Bylaw.

5. Please detail the hotel valet parking plan proposed to include offsite parking to mitigate the differential between number of hotel rooms, staff, restaurant patrons, and parking spaces.

DPCD has not received a detailed hotel valet parking plan.

6. Please take another look at the materials proposed for the facade. The stucco and metal panel proposed are not materials that are found in the neighborhood of businesses in the Heights or Arlington Center and are not contextually appropriate nor are they appropriate for the level of Boutique Hotel that has been expressed as the operational/marketing intent. I would suggest that you take another look at the precedents that were cited in the application and come back with a more contextually appropriate facade design. Think about masonry, clapboard, and other more appropriate materials.

The materials proposed for the façade have been updated to reflect comments made by two members of the ARB who provided detailed feedback. The materials proposed now include brick, masonry, and clapboard panels. However, detailed information regarding the materials is not provided.

7. The quantity and placement of louvers on the main facade of the building are concerning and should be revisited.

The louvers proposed on the façade have been eliminated.

8. Think about the hierarchy between the Restaurant and Hotel entrances. Currently they are both rendered identically, when they have the opportunity to more individually present themselves.

The plan set has been revised to make the hotel entrance more prominent than the restaurant entrance.

9. The sliding doors on the front facade of the building on the 4th floor are not appropriate for the context of the neighborhood. If doors are proposed, consider swing doors. Similarly, the horizontal windows on the Clark St elevation are not contextually appropriate.

Sliding doors are still proposed for the fourth floor hotel units. The Clark Street elevation has been revised.

10. Restaurant planning - You are showing more seating than is achievable and you should accurately identify your potential seat count for the parking study. A good rule of thumb for a restaurant this size is dedicating 1/3 of the space to kitchen/BOH. As an example, currently there is no walk in shown cooler for the restaurant or enough dry storage. This will help mitigate some of the public concern about the number of seats.

The plan set has been revised to show no seating or space usage in the restaurant space. Without knowing the number of seats proposed for the restaurant, DPCD cannot confirm the parking required per the Zoning Bylaw for the proposal.

11. What are you planning for the deck on the rear of the building? is this seating? For the restaurant or the hotel lounge? Think about noise impact on the neighbors. Think also about whether they should look down onto the parking area. Should screening be incorporated? Wood? Vegetated?

The rear deck has been eliminated from the proposal.

12. It appears that the only access to the gym is to leave the interior of the building, walk across the parking area and into the gym under the restaurant. This does not seem like an ideal solution for your guests.

The gym has been eliminated from the proposal.

13. Reconsider the lit secondary signage on Clark St, especially if the parking is expected to be Valet and solely for the hotel staff and guests. If additional signage is proposed, perhaps a vertical banner or blade sign on the front facade to speak to approaching drivers on MA Ave would be more appropriate.

A wall sign remains on the Clark Street elevation for the restaurant.

14. Come back with more details on the proposed lighting under the overhang on Mass Ave (above outdoor seating) and in the parking garage under the building as this will spill over into the neighborhood.

DPCD has not received information on the proposed lighting or how it may or may not impact abutters.

Please provide us with a response to the above-noted items that we have not yet received by January 20th.

Should you have any questions regarding this feedback, please contact my office at 781-316-3092 or by email.

Thank you.



Town of Arlington, Massachusetts
Department of Planning & Community Development
730 Massachusetts Avenue, Arlington, Massachusetts 02476

Public Hearing Memorandum

The purpose of this memorandum is to provide the Arlington Redevelopment Board and public with technical information and a planning analysis to assist with the regulatory decision-making process.

To: Arlington Redevelopment Board

From: Jennifer Raitt, Secretary Ex Officio

Subject: Environmental Design Review, 1207-1211 Massachusetts Avenue, Arlington, MA
Docket #3602

Date: May 14, 2020

This memo is provided as an update to the last memo provided on January 21, 2020. The following items have been requested and remain outstanding in relation to this application:

1. The Board requested an improved traffic study with a focus on Mass Ave, Lowell, Appleton, Forest, and the neighborhood adjacent to the project site, to determine how the use may impact circulation in the area, and to complete the study when school is in session (this last item is now hindered by the COVID-19 pandemic).
2. Provide updated plans or documents showing the following items:
 - a. Offsite shared parking agreement for employees;
 - b. Offsite shared parking agreement for tour buses;
 - c. Passenger and delivery loading and unloading, including showing the turning radius onto Clark Street from the project site;
 - d. Floor area ratio (FAR) calculation for the building, bonus, and open space;
 - e. Updated shadow study and updated elevations based upon a topographical study and site survey.
 - f. Plans for sidewalk upgrades adjacent to the curb cut on Clark Street.
 - g. Elimination or revision to secondary signage on Clark Street.
 - h. A detailed exterior lighting plan.



Town of Arlington, Massachusetts
Department of Planning & Community Development
730 Massachusetts Avenue, Arlington, Massachusetts 02476

Public Hearing Memorandum

The purpose of this memorandum is to provide the Arlington Redevelopment Board and public with technical information and a planning analysis to assist with the regulatory decision-making process.

To: Arlington Redevelopment Board

From: Jennifer Raitt, Secretary Ex Officio

Subject: Environmental Design Review, 1207-1211 Massachusetts Avenue, Arlington, MA
Docket #3602

Date: July 2, 2020

This memo is provided as an update to the last memo provided on May 14, 2020. The following items have been provided relative to this application:

1. The applicant provided an updated Traffic Impact and Access Study which was conducted in February 2020 and finalized in June 2020 by BSC Group. The study addresses key intersections in relation to this proposal as well as potential impacts on adjacent streets. The conclusion notes that the level of impact to streets and study area intersections is minimal and mitigation would not be needed.

The study notes the issues related to an area intersection. The Select Board formed a committee to study that intersection at Mass Ave and Appleton Street to devise solutions to address longstanding safety concerns. We can anticipate short-term roadway improvements while also awaiting long-term solutions. These solutions are likely to be beneficial to this intersection and subsequently to help address any increased traffic volume, pedestrians, and bicyclists.

2. The applicant provided a letter regarding available spaces for employees. The applicant did not provide any letter regarding layover parking for tour buses; Both the employee and tour bus shared parking agreements need to be incorporated into an amended Transportation Demand Management proposal.

3. The plans illustrate where patrons are dropped off and picked up. The plans also illustrate where and how delivery vehicles will load and unload, as well as the turning radius onto Clark Street from the project site.
4. The applicant provided a letter regarding the floor area ratio (FAR). The applicant has not provided calculations specific to the bonus provisions or open space.
5. The applicant provided a grading plan with spot elevations. The shadow study was updated according to those spot elevations.
6. The applicant provided an update plan showing sidewalk upgrades adjacent to the curb cut on Clark Street.
7. The applicant eliminated the secondary signage on Clark Street.
8. The applicant provided a photometric plan based on three lighting fixtures. Specifications are in the plan schedule.



Town of Arlington, Massachusetts
Department of Planning & Community Development
730 Massachusetts Avenue, Arlington, Massachusetts 02476

Public Hearing Memorandum

The purpose of this memorandum is to provide the Arlington Redevelopment Board and public with technical information and a planning analysis to assist with the regulatory decision-making process.

To: Arlington Redevelopment Board

From: Jennifer Raitt, Secretary Ex Officio

Subject: Environmental Design Review, 1207-1211 Massachusetts Avenue, Arlington, MA
Docket #3602

Date: August 12, 2020

This memo is provided as an update to the last memo provided on May 14, 2020. The following items have been updated pursuant to this application:

1. Truck Turning Movement prepared by Engineering Alliance, Inc. illustrating turning movements of a front and rear loading garbage truck at the Clark Street entry point.
2. Updated drawing set by Lincoln Architects LLC including updated roof section, building elevations with section views, site plans, floor plans, building materials, and shadow studies.
3. Alternative fourth floor plan illustrating a roof garden and alternate roof and fourth floor view.
4. Shadow study conducted by the Department of Planning and Community Development including accompanying memo.
5. Memo from Mary O'Connor outlining the updated submittals and addressing outstanding issues pursuant to prior Board requests and public comments.